

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 94.—Vol. IV.]

LONDON: SATURDAY, JUNE 10, 1837.

[PRICE {WITH A SUPPLEMENT} 6D.]

Mining and Railway Shares, Reversionary Interests, &c.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property will take place by Auction at the Mart, on Monday, the 14th of June, at Twelve o'clock, and will include SHARES in the following VALUABLE MINES: some of which are of known importance, and the remainder present the most certain presages of future success—comprising
Two shares in Carnbrae.
Twenty in Tincroft.
Twenty in Relistion.
Fifty in Wheal Kitty.
Fifty in West Treavean.
Fifty in Wheal Gilbert.
Three Hundred in Gt. Whl. Prosper.
Particulars may be had at the Mart; and of Mr. C. Warton, Auctioneer and Estate Agent, 39, Threadneedle-street.

NO CAPITALISTS.—In consequence of the very depressed state of the Share Market, WILLIAM TRENER, Jun., Mine Agent and Share Broker, from Bessingham, Cornwall, is enabled to offer SHARES in new and promising Cornish and Devon Mines, situated in the best Mining districts, and in continuation of rich veins, or lodes, which are paying immense dividends, at a considerable discount, and which he has no doubt will ultimately answer, being well worth the attention of capitalists.—W. T., Jun., has it in his power to enter into engagements with the most eminent Mine Agents for the inspection of Mines.—N.B. No connection with any one of the same name residing at Redruth. All letters to be post paid.—No. 50, Threadneedle-street, London, May 26.

WEST END STOCK AND SHARE OFFICE.

MESSRS. WILLIAM THOMPSON and CO., beg to apprise the Public that they have opened an Office, No. 6, Waterloo-place, Pall-mall, for the PURCHASE and SALE of ENGLISH and FOREIGN STOCKS, EXCHANGE, and every description of Public Securities. Independently of the facilities afforded for the transaction of business at the Messengers will be hourly despatched to and from the Stock Exchange; so that the latest prices may be known, and orders to any extent be immediately executed. A spacious Room is also attached to the office for the use of Subscribers, at an annual subscription of £2 2s.; and in order to render it select, no one will be admitted without proper references, except Members of the principal Clubs and Directors of Public Companies. A separate Letter-Box to the Stock Exchange will be hourly forwarded by the Messengers, thus enabling the Subscribers to employ their own Brokers; it being the desire of Messrs. Thompson and Co. to merit support, founded on their own assiduity and correctness, as men of business, than to interfere between them and their principals.

Persons resident in the country, who may be desirous of information regarding any of the above securities, shall, on addressing their inquiries, post paid, to Messrs. Thompson and Co., receive immediate replies upon the subject, free of all charge; and should they determine on selling out the Stock which they possess in any of the Companies, or purchasing into others, the business shall be carefully transacted, without any further charge than that of common brokerage.

* Agents for several of the principal Fire and Life Assurance Companies in London and the country.

Engineers, Millwrights, and others.—Steam-engine of 20-horse power, Machinery, Brick Buildings, and other valuable effects, Ravensbourne-wharf, near Deptford-bridge.—By Mr. HOGGART, on the premises, on Tuesday, the 20th of June, at Twelve o'clock.

TWENTY-HORSE POWER CONDENSOR and HIGH-PRESSURE STEAM-ENGINE, by Wolf and Edwards, a two-horse power condensing steam-engine, four eight-horse power wrought-iron boilers, with tubes, safety-valves, steam-pipes, &c.; a large wrought-iron condensing cylinder, five feet ovens, one large ditto, wrought-iron tanks, cast-iron and copper piping, loose safety-valves, a wrought-iron governor and boiler for a ten-horse power engine, three pumps, six new ten-horse power wrought-iron boilers, with tubes, quite new, and on the best principle; the capital and substantial erection of engine-house, engine-room, and coke ovens, comprising many thousands of the best stock bricks, principals, rafters, roofing, and slating, a quantity of lead gutters, ridges, and spars; the erection of two capital sheds, folding gates, saw windows, lantern skylight, and a variety of effects.

May be viewed on Monday preceding the sale, and catalogues had on the premises; of Mr. Sabine, surveyor, Winchester-house, Old Broad-street; and of Mr. Hoggart, 62, Old Broad-street, Royal Exchange.

BANKRUPT'S EFFECTS.

MINE SHARES FOR SALE.—TO BE SOLD BY PUBLIC AUCTION, by Mr. JAMES SKARDON, at the Commercial Hotel, Old Broad-street, Plymouth, on Monday, the 19th day of June instant, at Six o'clock in the evening, by order of the Assignees of Francis William Paddon, a Bankrupt, 17,000 SHARES in "OLD WHEAL RIB" COPPER, LEAD, and TIN MINE, situated in the parishes of Breage and Sithney, in the county of Cornwall. The Mine is distant about three miles from Helston, in the midst of a tract of country, composed of rich Metallic Substances, and surrounded by some of the most productive Mines now in full working—viz.: "Great Wheal Vor," "Wheal Mawney," "Wheal Fortune," "Wheal Penrose," "Wheal Unity," "Trevauna's Mine," "Wheal Jane," "Wheal Satura," "Rinsay Cliff," "East Trevauna's," and "West Trevauna's."—many of the Lodes of which Mines, upon which the greatest returns have been made, intersect the lodes and run through the sett of "Old Wheal Rib."

The Mine is most advantageously situated for shipping Ores, and landing Timber and other Materials, being within a mile of PORTHLEVEN HARBOUR, and is now in work.

For viewing, apply to Captain EDWARD THOMAS, on the Mine; and for other particulars (if by letter, to be post paid) to Mr. KELLY, Solicitor, Plymouth; or to Messrs. J. and H. T. SMITH, Solicitors, Devonport, where Plans and Sections, and Sales and Regulations of the Company (subject to which the above shares will be sold) may be seen.

Dated 5th June, 1837.

MINING MATERIALS.—TO BE SOLD BY PRIVATE CONTRACT, at Wheal Tolgus, in the parish of Redruth, the following MINING MATERIALS,

CONSISTING OF
Two 70-inch CYLINDER STEAM-ENGINES—One 26-inch ditto.
Two Steam Whirls.
Several Boilers.
Capstans and Shears.
Forty fathoms 20-inch Pumps—Seventy 15-inch—Thirty five 14-inch—Twenty 13-inch—Thirty two 12-inch—Thirty 10-inch—Twenty six 9-inch—Fifteen 4-inch.
Four 15-inch H-Pieces, Top Doors and Windbores to suit.
One 20-inch ditto ditto ditto.
Two 12-inch ditto ditto ditto.
One 10-inch ditto ditto ditto.
One 8-inch ditto ditto ditto.
One 14-inch Working piece—Two 12-inch—One 13½-inch—One 17-inch—Three 1½-inch—One 10-inch ditto.
One 17-inch Door-piece—One 13-inch—Three 12-inch ditto.
One 17-inch Windbore—Three 14-inch—Two 12-inch ditto.
One 20-inch Plunger-pole, Stuffing-box, and Gland to suit—Four 14-inch—One 10-inch—One 10-inch—One 8-inch ditto.
One hundred fathoms 14-inch Rods, with Side plates, &c.—Fifty 13-inch—Ninety 12-inch—Eighty 7-inch—Forty 6-inch—Forty 6-inch ditto.
A large quantity of Iron Rods, 2-inch and 1½-inch diameter.
Capstan Ropes.
Machine Flat Ropes.
Iron Trams, Anvils, Smiths' Bellows, Smiths' Tools, Whim Sheaves, Four-horse Whims, Whim Chain, Tube in Dry-house, Ladders, Old and New Iron, Timber, and large quantity of other articles, too numerous to particularise. Application to be made to the Agents on the Mine.
Wheal Tolgus, Redruth, May 23.

VALUABLE MINES FOR SALE.—TO BE SOLD BY PRIVATE CONTRACT, all those valuable TIN MINES, called

RUBY AND GARLIDNA MINES,

situate in the parish of Wendron, and about four miles from Helston, held under a grant from Captain H. Crease, the Duchy Lessee, together with the Steam-Engine, Machinery, and all the valuable MATERIALS thereon; comprising an entirely new 10-horse Cylinder Steam-Engine, Capstan, Capstan Rope, Shears, Whims and Tackle, "Meyers", Carpenters', and Smiths' Shops, and a Counting-house. The Mines are in a state for immediate prosecution, the adits having been cleared throughout the set, and many shafts cleared up. The Engine Shaft has been sunk the depth of seven fathoms, and the Engine might be put to work in six weeks. These Mines are part of a range of Mines taken by a Company, with a limited capital, who by reason of the outlay upon other parts of their property having expended the original calculations, are not enabled to proceed with the Ruby and Garligna Mines.

There are many lodes in the set from which vast quantities of Tin have been raised—the deepest part of the old workings is fifteen fathoms under adit, which rises the Engine Shaft at seven fathoms from surface.

In the Ruby South Lode the old workers formerly produced Tin near the Engine shaft, yielding 1500 white Tin per 100 sacks, of nine gallons per sack, equal to £50 a fathom; and in the Great Ruby Lode there is a course of Tin sixty-five fathoms length, the lode being from two to three feet big, which the old workers were obliged to abandon for want of power.

From the reports of all the old men in the neighbourhood, these Mines, immediately on the Engine being put to work, hold out the most flattering prospects of success. For particulars apply to Mr. GEORGE GILLSON, Solicitor, Truro.

FRANCING PAPER.—TO ARCHITECTS, SURVEYORS, ENGINEERS, BUILDERS, RAILWAY CONTRACTORS, &c.—E. BERRY respectfully informs the gentlemen in the above lines, that they can be supplied with any quantity of superior Tracing Paper that will take Ink and Colour, at very reduced prices, at the Manufactory, No. 5, Cochrane-terrace, St. John's-wood (at the back of the Chapel).—Orders by post, from town or country, immediately attended to.

ANGLO-MEXICAN MINING ASSOCIATION.—The ANNUAL GENERAL MEETING of the proprietors of the Association for assisting in working the Mines of Mexico and other parts of Spanish America will be held at the office of the Anglo-Mexican Mining Company, 9, New Broad-street, on Wednesday, the 5th day of July next, at One o'clock precisely.

CONSOLIDATED COPPER MINES OF COBRE.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of this Association, which was adjourned on the 25th of April last to the 14th day of June next, will then be held at this office, at One o'clock precisely.

ECONOMIC COMPOSITION CANDLE COMPANY.—Capital £50,000, in 10,000 shares of £5 each. Deposit £1 per share. BANKERS.—The London and Westminster Bank. Applications for Prospectuses and Shares to be made at the offices of the Company, No. 16, Cornhill; or to Messrs. Dawes and Fraser, Solicitors, 15, Serjeant's Inn, Fleet-street.

WINEAR MINING COMPANY.—Notice is hereby given, that at the First Annual General Meeting of this Company, held at their office, on the 30th of May, it was resolved, that all shares on which the Call in arrears be not paid within one month from that day be FORFEITED.

HAYLE CONSOLS MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will be held, by adjournment, at the office of the Company, No. 6, Freeman's-court, Cornhill, on Tuesday, the 20th inst., at One o'clock precisely.

HARMONY and MONTAGUE MINING COMPANY.—Notice is hereby given, that every share upon which any Call is in arrears, and shall be unpaid on Monday, the 26th instant, will on that day be absolutely and irrevocably FORFEITED.

HARMONY and MONTAGUE MINING COMPANY.—A GENERAL MEETING of the shareholders will be held at the office of the Company, on Monday, the 26th instant, at Two o'clock, at which the attendance of every shareholder is particularly requested, either in person, or by proxy, to consider the report of the Directors, and to give the casting vote; but no person is entitled to vote at any general meeting of proprietors, in person or by proxy, who shall not have been duly registered in the share-book of the Company as the proprietor of the shares in respect of which he claims to vote, and have paid all the calls.

NORTH CORNWALL MINING ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the Company, on Monday, the 26th of June instant, at One o'clock precisely, for the purpose of altering the clause in the scrip certificates with reference to unpaid calls—and to give the Directors power to FORFEIT such shares instead of selling them. As also to decide as to the Forfeiture of such scrip shares on which the calls may then remain unpaid.

NORTH CONSOLIDATED COPPER MINING COMPANY.—The Directors hereby remind the scripholders, that the Instalment of Ten Shillings per share, fixed for the 23d ult., must be paid into the Company's bankers, Messrs. Barclay, Bevan, and Co., on or before the 21st instant, for such shares which shall then remain unpaid will become FORFEITED without further notice.

PHILADELPHIA & READING RAILROAD COMPANY.—Messrs. Thomson, Hankey, and Co. beg to inform the holders of scrip receipts in this undertaking, that they are duly authorised to receive the FOURTH INSTALMENT OF TEN PER CENT., which becomes due on the 10th of this present month of June.—Mining-lane, June 7.

PHILADELPHIA & READING RAILROAD COMPANY.—Messrs. Thomson, Hankey, and Co. beg to give notice, that a MEETING of the shareholders in this undertaking will be held at their Counting-house, No. 7, Mining-lane, London, on Saturday, the 10th day of June instant, at One o'clock precisely.—London, June 8.

REDRUTH UNITED TIN and COPPER MINING COMPANY.—In conformity with the resolution passed at a Special General Meeting of the scripholders, held at the George and Vulture Tavern, Cornhill this day, the Directors hereby give notice, that a SPECIAL GENERAL MEETING of the scripholders will be held at the above Tavern on Wednesday, the 21st instant, at One o'clock precisely, to take into consideration the future mode of working the Mines, or the propriety of abandoning them. The scripholders intending to vote, either in person or by proxy, at the above Meeting, must produce the shares respectively held by them, or the numbers thereof.

RIO DOCE COMPANY.—At a General Meeting of the Shareholders, held pursuant to public notice, at the London Tavern, on Wednesday, the 31st of May last, the report of the Directors, announcing the completion of the charter from the Imperial Brazilian Government having been read, and suggesting the propriety of erecting saw-mills on the river Doce, and Mr. Humphreys, the Company's engineer, having stated the particulars upon which the estimates and calculations referred to in the report are founded,

It was resolved unanimously,—That the Directors be empowered to accept this charter, and that a SPECIAL GENERAL MEETING of the shareholders be called for Thursday, the 8th day of June next, to consider the propriety of adopting certain additional rules and regulations which the Directors will then propose, for the better government of this Company, and for more effectually prosecuting the objects of this undertaking.

RIO DOCE COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this Company will be held at the City of London Tavern, on Thursday, the 8th day of June instant, at One o'clock precisely, to consider the propriety of adopting certain additional rules and regulations for the government of this Company, and for more effectually prosecuting the objects of this undertaking.

RIO DOCE COMPANY.—In accordance with a Resolution of a General Meeting of the Shareholders, specially convened, and held this day, at the City of London Tavern, Notice is given that a CALL of ONE POUND per share is hereby made, payable on or before the 10th of July next, at the Bankers' of the Company, Messrs. Barnett, Hoares, and Co., whose receipt for the same will be exchanged at the Rio Doce office for new scrip certificates.

SOUTH WHEAL LEISURE MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will take place at the office of the Company, on Friday, the 23d June instant, at two o'clock precisely, for the purpose of receiving a Report of the Mining and other proceedings of the Company.

SOUTH POLGOOTH MINING COMPANY.—CAUTION.—The Directors of this Company having found it necessary to discontinue their late Secretary, R. N. Paddon, hereby caution the public against purchasing RED or BLACK certificates of shares in the capital stock of this Company; and the holders of genuine certificates are hereby requested to forward the same to this office, that they may be cancelled, and exchanged for others, which will be issued on payment of the Fourth Call, due on the 30th instant. The shareholders are also informed, that the shares on which the said Call shall remain unpaid for thirty days from the above date, will be FORFEITED agreeably to the conditions endorsed on the said certificates, a strict adherence to which is rendered absolutely necessary.

THE PATENT SAFETY FUZE for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BISHOP & SMITH, and DAVY, Cambridge Cornhill.

TINCROFT MINING COMPANY.—The Directors of this Company hereby give notice to those few shareholders who have not paid their call, making up the amount of £6 per share, that such shares will be ABSOLUTELY FORFEITED unless paid upon or before Tuesday, the 13th June next.

WHEAL BREWER SILVER, LEAD, and COPPER MINE, Calstock, Cornwall.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders in the above Mine will be held on Wednesday, the 21st of June next, at Elliott's Royal Hotel, Devonport, at Seven o'clock precisely.

WHEAL LENOX (NORTH HILL) SILVER, LEAD, COPPER, and GENERAL MINING COMPANY.—The Directors of the above-mentioned Company do hereby give Notice, that the EIGHTH CALL of TWO SHILLINGS and SIXPENCE on each share be paid to their Secretary, Mr. Richard Kingston Frost, of Llanconast, on the 13th day of July next, and if default be made in payment thereof on that day, or within thirty days thereafter, the shares will be forfeited to the Company.

WEST CORK MINING COMPANY.—The Committee of Shareholders appointed at the Meeting of the 19th of November last, deem it their duty to CAUTION the Public against TAKING, for the present, any SHARES in the NEW CAPITAL of this Company, inasmuch as the suit instituted in the High Court of Chancery by William Ewell Vigers and John Pam Timins, Esquires, against Lord Audley and Joseph Pike, and others, Directors of this Company, operates as a *lis pendens* to affect with notice all persons taking such new shares.

PRINTERS' PENSION SOCIETY, for the Relief of AGED and INFIRM PRINTERS and their WIDOWS.—Established December 3, 1827.—The ANNUAL DINNER will take place at the London Tavern, on Friday June 16, 1837.

ST. ANN'S SOCIETY SCHOOLS.—A SPECIAL GENERAL MEETING will be held at the London Tavern, Bishopsgate-street, on Monday, the 13th inst., at Two o'clock in the afternoon, exact time, to CONFIRM the MINUTES of the last Court, when the report of the Committee, recommending the raising by subscription of a sufficient sum for enlarging the Brixton Asylum (plans for which enlargement are lying at the Society's office for inspection), was received and approved, and on other affairs.

SAINT ANN'S SOCIETY SCHOOLS, for Educating, Clothing, and wholly Providing for the legitimate Children of poor and necessitous persons, from all parts, whether orphans or not, more especially the descendants of parents who have seen better days.

Under the patronage of Their Most Gracious MAJESTIES. Her Royal Highness the Princess VICTORIA. Her Royal Highness the Duchess of KENT. Her Royal Highness the Landgravine of HESSE HOMBERG. His Royal Highness the Duke of SUSSEX, K.G. President—His Grace the Archbishop of CANTERBURY.

Her Grace the Duchess of NORTHUMBERLAND, Mrs. PASTIS. The HALF-YEARLY ELECTION of CHILDREN into the Brixton Asylum will be held at the London Tavern, Bishopsgate-street, on Thursday, the 10th day of August next, at Eleven o'clock in the Forenoon, exact time, when EIGHT additional BOYS and FOUR additional GIRLS, will be admitted.

Every subscriber is at liberty to nominate a boy or girl, between the ages of Seven and Eleven years, but all nominations must be forwarded, and the requisite certificates furnished, to the Secretary, on or before Thursday, the 25th inst., on which day, at Six o'clock in the evening, exact time, all new candidates must appear before the Committee to be approved. Forms of Nomination, and every other particular, may be obtained on application to

STANDARD OF ENGLAND LIFE ASSURANCE, REVERSIONARY INTEREST, and ANNUITY COMPANY. No. 8, King William-street, City of London; and 25, Regent-street, Westminster.

MUCH LOWER RATES OF PREMIUM THAN THOSE of any OTHER OFFICE.—This Institution is founded on such principles as to unite the greatest possible economy with the most perfect system of security.

Every attainable facility is given in completing proposals for Assurance; a very extensive set of Tables has been prepared to suit the circumstances and convenience of different parties, and the most effective regulations have been adopted for the prompt settlement of claims, without dispute or litigation. Full particulars are stated in the Prospectus, which, with every requisite information, may be obtained, by application, at the offices, or from the several agents.

Premiums required for the Assurance of £100, for the whole term of life:—

Age.	20	30	40	45	50
Premium	1 10 11	1 19 7	2 13 5	3 4 1	3 18 8

For the benefit of those persons who are desirous of securing all the advantages of the Bonus system, without any of its defects, the following Table is added, showing how much the same amount of premium required by the most respectable Bonus offices, upon a life aged Thirty years, to entitle the assured to participate in the profits (such profits being of necessity, deferred, uncertain, and involving liability), will secure for a certainty, in the Standard of England Life Office, payable at death, and free from all the above objections:—

Annual Premium.	Sum secured in a Bonus Office, with chance of Profits.	Sum guaranteed by the Standard of England, payable at a certainty.
£ s. d.	£ s. d.	£ s. d.

2 13 5	100 0 0	134 18 11
8 0 3	300 0 0	404 17 9
13 7 1	500 0 0	674 14 7
21 7 4	800 0 0	1079 11 9
40 1 3	1500 0 0	2022 3 9
53 8 4	2000 0 0	2698 18 4
66 15 5	2500 0 0	3373 12 11
80 2 6	3000 0 0	4048 12 6
96 3 0	3600 0 0	4858 7 0
112 3 6	4200 0 0	5667 14 6
133 10 10	5000 0 0	6747 3 10

Other ages and sums in proportion. This plan of the Standard of England Company presents a certain profit of greater amount than is enjoyed by the assured, in the average of cases, in any other Life Office in the United Kingdom.

By order of the Board of Directors, G. H. HEPPEL, Secretary.

Just published, third edition, price 4d., and 1s., **LONDON GRAND JUNCTION RAILWAY.—TWO LET-TERS** to R. H. GRAHAM, M.D., showing reasons why Sir Samuel Whalley, the Chairman, and H. F. Richardson, the Solicitor to the Company, designated this scheme "The Humbug;" and pointing out the fallacy of the estimates, the confused and incorrect plans, the impracticability of carrying the Act into effect, the full Report of the Lords' Committee as to danger from fire by locomotive engines, and extracts from the Minutes of Evidence taken before that Committee.

Sold by R. S. KIRBY, Warwick-lane. * Also, a Full Copy of the Petition presented by the Company on the 18th Feb. to the House of Commons, in which it is stated that it had been impossible for the petitioners to raise sufficient money to make any progress with the works.

TO TOURISTS and TRAVELLERS.—Since the opening of the NEWCASTLE and CARLISLE RAILWAY, the facilities of communication with the Lakes of Cumberland and Westmoreland, and the celebrated Spa of Gilsland, have been greatly increased. The steam packets of the General Steam Navigation Company leave Blackwall every Wednesday and Saturday evening for Newcastle-on-Tyne, where they arrive on the Friday and Monday following. The charge for passage is £2 10s. in the best cabin; £1 10s. in the fore-cabin. The Railway Trains depart from Newcastle to Carlisle twice a day, the charge for passage being, in the best coaches, 10s. 6d.; second class coaches, 7s. 6d. The journey from London to Carlisle is, consequently, performed in a very short space of time, and at a very small cost, and the country through which the Railway passes is one of the most beautiful and picturesque in England.

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

FRIDAY, JUNE 2.

American Steam Navigation Company.—Four petitions against; ordered to lie on the table.

Westminster Bridge and Greenwich Railway.—Time enlarged for making the report till Monday, June 19.

Belfast and Holywood.—Time enlarged for making the report till Friday, June 16.

Message to the Lords.—To request the attendance of Lord Templemore to be examined as a witness before the committee on the Belfast and Holywood Railway Bill.

Anti-Dry-rot Company.—Time enlarged for making the report till Monday, June 19.

Dublin and Kilkenny Railway.—Petition for enlarging the time for receiving the report; ordered to lie on the table. Time enlarged till Monday, June 19.

London and Blackwall.—Petition against; referred to committee on the Bill; counsel ordered.

Edinburgh and Glasgow.—Time enlarged for making the report till Friday, June 9.

MONDAY.

Caouthouc Company.—Bill reported; ordered to be ingrossed.

Durham Junction Railway.—Bill reported; report ordered to lie on the table, and to be printed.

Southcark and Hammersmith.—Time enlarged for making the report till Monday, June 19.

TUESDAY.

Collier Dock and Surrey Canal.—Petition from Deptford in favour; ordered to lie on the table.

East India Steam Communication.—Three petitions in favour; ordered to lie on the table. Petition for consideration of the claims of Point de Galle as a packet station; ordered to lie on the table.

London and Brighton Railway (Rennie's Line).—Petition of Sir John Rennie, alleging the incompetency of a military engineer to decide upon the engineering particulars of a railroad, and praying for re-consideration, with a view to adoption of the report of the committee; ordered to lie on the table. Petition of shareholders in Rennie's line of railway, that the parties may be re-imposed the expenses incurred in the investigation before the committee, and may not be called upon to pay the charges of the engineer to be appointed by the Government, offered; but the king's recommendation not being signified, was not received.

Dundalk and Balliboy.—Report further considered; amendments agreed to; Bill to be ingrossed.

London and Brighton (Stephenson's Line).—Petition of James Mills, read; motion made, and question, "That a select committee be appointed, to inquire into the allegations contained in the petition of Mr. Mills, relative to the conduct of certain parties in respect of Stephenson's line of Brighton Railroad;" put, and negatived.

Message from the Lords.—That they do request that this House will give leave to Sir John Eardley Wilmot, bart., a member of this House, to attend their lordships, in order to his being examined as a witness before the committee to whom the Birmingham and Derby Junction Railway Bill stands committed. Sir Eardley Wilmot having consented to attend; leave given him to attend if he think fit.

London and Brighton (Mills's Line).—Motion made, and question put, "That the surveys, papers, and documents relating to Mills's line of railway to Brighton be referred to the engineer appointed, or to be appointed, to examine the merits of the respective lines of railway to Brighton, and to report his opinion in like manner on the said line;" put and negatived.

London and Brighton Railway Bills.—Motion made, and question put, "That a humble address be presented to his Majesty, that he will be graciously pleased to give directions that the military engineer appointed by his Majesty, in pursuance of a former address of this House, be instructed, when considering the subject of the London and Brighton lines of railway, to keep in view the formation of one main southern trunk line out of London, by which unnecessary intersection of the country may be avoided, and facilities of approach given to other towns on the southern coast;" the House divided in favour.

WEDNESDAY.

Caouthouc Company Bill.—To be read a third time on Wednesday next; Bill, as ingrossed, to be printed at the expense of the parties.

Dundalk and Balliboy Railway.—Bill read third time; amendments made; Bill passed.

Dublin and Kilkenny.—Minutes of evidence taken before the committee, to be printed from the committee clerk's copy, at the expense of the parties, if they think fit.

London and Greenwich (No. 2).—Bill reported; report ordered to lie on the table, and to be printed.

American Steam Navigation.—Petition against; ordered to lie on the table. **London and Brighton Railways.**—Petition of William Lang, praying that the military engineer appointed to survey the lines be directed to report on the best line of railway between London and Portsmouth; ordered to lie on the table.

East India Steam Communication.—Petition for establishing a regular steam communication with India by way of the Red Sea; ordered to lie on the table.

Railroads and Public Works.—Committee deferred till Wednesday, June 21.

THURSDAY.

Collier Dock and Surrey Canal.—Petition against; referred to committee on the Bill; counsel ordered. Time further enlarged for the committee to report till Monday, June 19.

Edinburgh and Glasgow Railway.—Bill reported; report ordered to lie on the table, and to be printed.

Mr. Speaker reported Royal Assent.—To the London and Greenwich Railway Bill; Trinity North Leith Harbour and Docks Bill; and the Greenwich Pier Bill.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Lord BROUGHAM, in a speech of considerable length, called attention to the mode of conducting parliamentary business, particularly as regarded bills before committees of the Lords or Commons, and respecting public as well as private questions and bills. He contended that some corrective of the evil was required, not only as the public interests and the performance of justice between parties might be affected, but as concerned the consumption of public time. He moved the appointment of a select committee, to inquire into the subject, which was agreed to.

TUESDAY.

Lord BROUGHAM amended the wording of his motion, adopted yesterday, for an inquiry into the state and management of parliamentary business.

WEDNESDAY.

The Lords did not assemble.

THURSDAY.

The royal assent was given to several public and private bills.—The Dublin Police Bill was read a third time and passed.—The Public Works (Ireland) Bill was read a second time.—The report on the Church Notices' Bill was agreed to with its amendments.—The Small Debts (Scotland) Bill was read a second time, and ordered to be referred to a select committee.

FRIDAY.

The second reading of the Judges' Opinions Bill was deferred till Tuesday.—Lord MELBOURNE moved that the House resolve into committee on the Municipal Corporations (Ireland) Bill.—Lord LYNCHURST, in a speech of much force and point, moved, as an amendment, that such commitment of the Bill be deferred till July 3.—Lord MELBOURNE replied, opposing the motion—a division took place, when the amendment was carried by a majority of 86.

HOUSE OF COMMONS.

MONDAY.

Sir S. WHALLEY presented a petition against the Portland Cemetery Bill; and the third reading of the Bill, on account of its peculiar character, was directed to be made an order of the day on Friday next.—Lord J. RUSSELL again deferred his promised motion, for a select committee on church leases, till Monday next.—His lordship having moved that the adjourned debate on the Poor Relief (Ireland) Bill be resumed.—Mr. T. ATTWOOD, at considerable length, directed attention to the state of the country, maintaining that the distresses were now deeper and more extensive than during any of the convulsive fits of 1816, 1825, 1826, &c.; that all resulted from the efforts to restore a metallic currency; that such restoration had not been, and could not be, effected; that the Parliament ought not to adhere to a dogma while ruin was spreading through the commercial world; and that the House ought even now to revise what they had done on the subject of the currency. He concluded with moving, as an amendment, the following declaratory clause:—"That, in the opinion of the House the present system of the currency is not efficient to meet the wants and protect the interests of the community," which, however, was lost on a division.—The House then went into committee on the Poor Relief (Ireland) Bill.

TUESDAY.

Mr. HUNT presented petitions numerously signed by merchants, &c., praying the adoption of an organized and permanent steam communication with India, agreeably to the recommendation of a parliamentary committee. Amongst other things, they prayed that Ceylon might be one of the depôts.—Some discussion took place upon railroads.—Mr. CURRIE moved that the

petition of Mr. James Mills (presented 25th May) be referred to a select committee, to inquire into the allegations contained in that and in a former petition, relative to the conduct of certain parties, in respect of Stephenson's line of Brighton railroad; and to the conduct of the Government with respect to the said railways. The motion was, however, withdrawn. Mr. HUME next moved that the survey, papers, and documents relating to Mills's line of railway to Brighton be referred to the engineer appointed to examine the merits of the respective lines of railway to Brighton, and to report his opinion in like manner on the said line; which was lost on a division. Mr. FECTON moved—"That the military engineer appointed by his Majesty in pursuance of a humble address from that House, be instructed, when considering the subject of the London and Brighton lines of railway, to keep in view the formation of one main southern trunk line out of London, by which unnecessary intersection of the country may be avoided, and facilities of approach given to other towns on the southern coast." The motion was resisted, (but in the form of an address) it was carried by 38 to 36, there being a majority of two in its favour.—The House then resolved itself into committee on the Irish Poor Bill.—Mr. Serjeant TALFOURD brought in the bill to amend the law of copyright, which was read the first time; to be read a second time the 14th instant.

WEDNESDAY.

Mr. FORSTER complained that on the occasion of the debate on Mr. T. Attwood's proposition on Monday, the remarks which he thereupon made had been incorrectly reported. He had been made to say that the distresses were greatly exaggerated; whereas he had urged that the distresses, great as they were, would have been greater, but for the interference of the Bank of England. He made the correction that it might not appear as if he were unkind or ignorant of the difficulties under which the manufacturing interests were now undoubtedly labouring.—The Public Works and Institutions Bill was read a second time.—The second reading of the Merchant Shipping Regulation Bill was negatived, on a division.—The Lord's Day Bill was read a second time.—The adjourned debate on Mr. Tooke's resolution, declaratory of the irregularity of members, either by themselves or partners, interfering in the management of private bills in Parliament, for direct or indirect pecuniary profit, was resumed. The SOLICITOR-GENERAL opposed it; the only line that could be drawn was as regarded direct pecuniary profit. The House divided on it: the numbers were—for the motion, 52; against it, 56; majority against it, 4.—The House went into committee on the Sheriffs' Fees Bill, and then proceeded with the other orders of the day.

THURSDAY.

The Ipswich Docks' Bill and the Ipswich Improvement Bill were read a third time and passed.—Mr. W. DUNCAN presented a petition from an immense number of innkeepers, publicans, and others, in the counties of York, Northumberland, &c., praying for a consolidation and amendment of the several acts of Parliament affecting their trade.—The subject of the Portland Cemetery Bill, heretofore threatening the enclosure of Primrose-hill, occupied a good deal of discussion on a petition and examinations at the bar.—Mr. HUME postponed till June 27 his motion regarding household suffrage.—Lord D. STUART postponed till June 20 his motion regarding the republic at Cracow.

FRIDAY.

The third reading of Gunning's (Wigan Glebe) Estate Bill was defeated on a division.—The Tithes (Ireland) Bill was read a second time.

PRINTERS' PENSION SOCIETY.

The aquatic excursion, in aid of the funds of this charity, is to take place, it appears, on Monday next; and the anniversary dinner is announced to be held on Friday next, the 16th inst., at the London Tavern, the Right Honourable Sir Lancelot Shadwell, Vice-Chancellor, in the chair. The list of stewards is highly respectable, comprising the Right Honourable Lord Dudley Stuart, M.P.; G. Matthew, Esq., M.P.; J. L. Knight, Esq., K.C., and several influential gentlemen connected with the trade. It is gratifying to observe this union of worth and talent, having for its object the promotion of the interests of persons who, when past labour, require the succour and support of those for whose intellectual advantage they have toiled; and we trust the present anniversary dinner will afford a convincing proof of the progress which literature is making in this country, by the liberal donations which may be then subscribed in furtherance of the objects of the charity. We recommend our friends to be present on the occasion, satisfied that they will enjoy an intellectual treat, and that they will not regret aiding the funds of the Printers' Pension Society. We have only, in conclusion, to suggest that the preliminary arrangements should be more matured on a future occasion, as we have heard some complaints on the want of system observed on the present occasion.

MONMOUTHSHIRE IRON AND COAL COMPANY.—The new town now building for this company, at Lower Ebbw Vales, is to be called Victoria, in honour of the Princess Victoria. Application for the consent of H. R. H. to this procedure was made through Sir John Conroy, from whom a reply was received, which stated that the Princess felt much gratified in acceding to the request.

PORT OF LIVERPOOL.—The number of vessels that entered this port, and their tonnage is as follows:—For the months ending 24th May, 1836 and 1837—1837 Liverpool, 1213 vessels, 164,223 tons.

Runcorn,	225	12,308
1836 Liverpool,	1468	176,531
Runcorn,	1172	143,768
1837 Runcorn,	167	9,062
	1346	152,830

Increase 122 23,701

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM MARCH 7 TO MAY 30, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation.....£18,419,000	Securities.....£27,572,000
Deposits.....10,422,000	Bullion.....4,423,000
£28,841,000	£31,995,000

COAL TRADE.—Notice has been sent from the agents of the coal-owners, now resident in Spain, desiring that no further supply of coals might be sent from Newcastle to that country, the Spanish government having put a duty of fourteen shillings a ton on English coals arriving there. There had been no duty whatever upon coals entering that country since 1815.—*Time Mercury.*

LEAD.—We are happy to announce that the mining districts of Derbyshire display great activity. The miners are busily employed in raising lead ore in large quantities, the veins of this mineral being at this time considered very rich and valuable to a great degree. The demand for lead is very steady, and the price firm; it is now worth about 1*l.* per fother. This part of the commerce of the kingdom was for a long series of years in a very languid state, and the price low. It, however, happily does not at present participate in the existing pressure of the times.

THE ARGUED COLLIERY ACCIDENT.—On Sunday week four more bodies of the persons who perished by this fearful visitation were recovered, in a shocking state, upon which inquests have been held and verdicts similar to the former returned. We lament to add, that the widow of one of the men who perished died suddenly of a cold, caught by her frantically going to the pit to seek her husband the day after the fatal accident occurred. She had been delivered of her seventh child only the day previously.

MINING IN THE ISLE OF MAN.—It would appear that the mineral riches of this Island are only just beginning to be developed, not having hitherto attracted public attention in proportion to their vast importance. A lead mine lately taken on lease from the Foxdale mining company, by Mr. William Kelly, of Douglas, promises to be extremely productive, and is rendered still more valuable, by specimens of good iron ore being found in its immediate neighbourhood. We hope that these successful operations will stimulate other spirited individuals to undertake similar enterprises, which under judicious management, rarely fail to prove sources of wealth to the proprietors, and also in a considerable degree beneficial to the community.—*Manx Liberal.*

LIVERPOOL FISH COMPANY.—We understand that the three new vessels built by the company in Trentham-street, and four built in Douglas, are all finally completed, and have sailed for the Liverpool fishing ground during the last few days; as these complete the company's fleet of twenty-one fine vessels, we congratulate our townsmen on the speedy prospect of a reduction in the price of fish, together with a more regular supply. The Fish Hall in Murray-street, is also now finished, and also from the number of respectable persons we have seen there during the hours of sale, we should pronounce it likely to become an amusing morning lounge in addition to an advantageous opportunity of seeing how the business of the company is conducted.—*Liverpool Standard.*

MUSEUM OF ECONOMIC GEOLOGY.

[FROM A CORRESPONDENT.]

More than a twelvemonth has elapsed since we noticed the first institution of the above national museum, and although its growth, to be commensurate with its importance and extent, must necessarily be slow, we learn with pleasure, from a valued correspondent, that the first branch of it, established in Cornwall, is making rapid and satisfactory progress. The following account of the museum will be read with interest by many of our readers, and we look forward to the time when a similar collection will be formed in the coal and iron districts of our central and northern counties:—

"The Museum of Economic Geology was established by his Majesty's Government, under the department of Woods and Works, in consequence of the representation of Mr. De la Beche, that during the progress of the Ordnance Geological Survey, there would be abundant opportunities of procuring specimens illustrative of the mineral wealth of Great Britain, and of the application of geology to the useful purposes of life generally. It is intended that the museum shall be divided into three or four sections. One to contain a series of works, collected during the progress of the geological survey, to illustrate the connexion of the geological structure of different districts with their agricultural character. This section will also show the best road materials that can be obtained in the different districts and their localities, and will also, in connexion with the Ordnance Geological Maps, show the kind of country likely to be traversed in any proposed lines of canals or roads, and thus be useful in the formation of estimates for such works.

"A second section will illustrate British mining, containing specimens of the mineral veins, coal beds, &c. of different districts, with such others as illustrate their geological mode of occurrence. We understand that, from the very liberal spirit exhibited by the gentry and mining interests of Cornwall, where the geological survey is at present in progress, this part of the collection is already rich, as respects the lodes of Cornwall, the museum having received from that county donations of the most valuable kind—indeed, such as could not have been procured without the liberal co-operation above-mentioned. Models of mining machinery are now in preparation to accompany this section of the museum, and there will also be others illustrative of the working of lodes and coal-beds, and of their general mode of occurrence.

"A third section will contain those British rocks which either have been, or advantageously may be, employed in architecture or public works. Among the specimens already collected, we understand there are some porphyries (elvans) of Cornwall of great beauty, and which, from their abundant occurrence, might be extensively employed for ornamental purposes. We believe, however, they have hitherto received little attention, except from Joseph Austen, Esq., who is now causing fine slabs of Withiel porphyry and schorl rock, from the neighbourhood of St. Austel, to be cut and polished by machinery for the decoration of his house at Place, Fowey. We are also informed that there are many specimens of the Lizard Serpentine, which show that this beautiful material may advantageously be employed for a variety of ornamental purposes, at comparatively small cost.

"A fourth section will show the various British mineral substances which either have or may be employed as pigments, and which can be used for ornamental purposes, or a small scale, for bijouterie, &c.

"The museum is too much in its infancy to be open to the public at present, and the collections are merely arranged with regard to temporary convenience, but we have little doubt that, when more advanced, this establishment will be found to be one of great public utility for a variety of purposes."

A NEW DISCOVERY.—Mr. Thomas Davenport, a Vermont blacksmith, has discovered a mode of applying magnetic and electro-magnetic power, which we have good grounds for believing will be of immense importance to the world. He has now machines in this city, which go very far to warrant the most sanguine anticipations of a total revolution in mechanics. We have not seen them, because our other avocations have prevented it, but we have read Professor Silliman's description of them, and we are convinced from that, that a new era is about to commence in these matters. We recommend to every reader a perusal of the Professor's article on this subject, in the "American Journal of Science and the Arts" for April, 1837. In the mean time, we copy the best account that we have seen of the practical operation of the machine in this city, from the *New Era*, whose editor is *au fait* in these things; only adding that Mr. Edwin Williams is agent for the patentees, and will give all required information on the subject. Who Mr. Williams is, will hardly be inquired by those who know anything about the Annual Register. 1. We saw a small cylindrical battery, about nine inches in length; and three or four in diameter, produce a magnetic power of about 300 lbs., and which, therefore, we could not move with our utmost strength. 2. We saw a small wheel, five and a half inches in diameter, performing more than 600 revolutions in a minute, and lift a weight of 24 lbs. one foot per minute, from the power of a battery of still smaller dimensions. 3. We saw a model of a locomotive engine, travelling on a circular railroad with immense velocity, and rapidly ascending an inclined plane of far greater elevation than any hitherto ascended by steam power. And these and various other experiments which we saw, convinced us of the truth of the opinion expressed by Professors Silliman, Renwick, and others, that the power of machinery may be increased from this source beyond an assignable limit. It is computed by these learned men that a circular galvanic battery, about three feet in diameter, with magnets of a proportionable surface, would produce at least a hundred-horse power, and therefore that two such batteries would be sufficient to propel ships of the largest class across the Atlantic. The only materials required to generate and continue this power for such a voyage, would be a few thin sheets of copper and zinc, and a few gallons of mineral water. Whilst the cost of this new power is merely nominal; it is perfectly safe and manageable. There is not a possibility of any shock or explosion, and the whole machinery might be conducted by a child. We hastily announce these important features of this incalculably important invention, preparatory to a more scientific and practical elucidation.—*New York Paper.*

WASTE OF COALS.—Dr. Buckland, in his "Bridgewater Treatise," notices the disgraceful and almost incredible fact, that during many years, more than a million of chaldrons of coals per annum, being nearly one-third part of the best coals, produced by the mines near Newcastle, have been condemned to wanton waste on a fiery heap, perpetually blazing near the mouth of almost every coal-pit of that district (vol. i. p. 536); and adds, that this destruction, though diminished since the law of 1800, directing coals to be sold by weight instead of measure, still goes on to a frightful extent, that ought not to be permitted; but he does not advert to what would be a far more easy and effective correction of the evil than the legislative interference he recommends, namely, the adoption in London of the plan constantly practised at Leige, Aix-la-Chapelle, &c., of mixing up the small coal with clay into balls, which, at less than half the price of large coal, give out in an open grate an intense and long-continued radiant heat, very superior to what new coals afford. If some speculative London brickmaker would import a cargo of the Newcastle small coals, and make it up into balls, and then show by experiment, to the Society of Arts, or other public body, that as much heat could be got from a ton of clay coal balls as from a ton of large coal, and that they could be sold at less than half the cost, and if, which is essential, this new article were duly puffed, and also patronised by patriotic individuals in the upper classes, so as to induce their poorer fellow citizens to adopt it, there can be little doubt that a demand would soon arise for a large portion of the Newcastle small coal now so improvidently wasted.

WEALTH OF THE ROYAL EXCHANGE.—It were a curious inquiry, were there anything like certain data on which to conduct it, to try to find out what may be the aggregate amount of wealth represented by the gentlemen on 'Change between the hours of four and five o'clock. There is, however, no such data. That such amount of wealth must be enormously great, there can be no doubt. Let it only be recollected that, as before stated, there are individuals from the great majority of the leading commercial houses in London, as well as from abroad, and it will at once be seen that the amount of wealth represented on 'Change must be astounding. Rothschild alone, when alive, represented property of between 5,000,000*l.* and 6,000,000*l.* To be sure there are few Rothschilds in the world; there are none in London; but there are, nevertheless, thousands in the city who are men of great opulence. To be worth 100,000*l.* or 200,000*l.* is no uncommon thing among metropolitan merchants. Many can boast of possessing a quarter of a million, and a few even a half a million and more. It is easy, then, to fancy what a vast aggregate of wealth there must be, in the supposed circumstances represented by the individuals assembling in the Royal Exchange. Supposing the number of persons present at a given time were 5000, and that on an average they were worth 20,000*l.* each—which surely, when it is recollected that Rothschild's successors stand there is no extravagant supposition—that would give the aggregate amount of wealth at 100,000,000*l.*—*The Great Metropolis.*—Second Series.

ORIGINAL CORRESPONDENCE.

NATIONAL BRAZILIAN MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

MR. EDITOR,—I read, in the last Number of your Journal, a letter purporting to have been written by a shareholder in the National Brazilian Mining Association. To whatever I have published respecting my differences with the directors of this company I have attached my name; should it suit your anonymous correspondent to drop the mask, and permit as thereby to judge of his claims to attention, I may, if I find them well established, be induced, at no distant day, to break a lance with him; but should on the contrary, the gentleman still find it convenient to preserve the incognito, I can only say, that neither his distortions nor his abuse will meet with any further notice from me.

I am, Mr. Editor, yours, &c.

London, June 4.

BARCLAY MOUNTNEY.

RIO DOCE COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I take the liberty of submitting a few observations to the proprietors and shareholders in this company, relative to the proposed plan of erecting saw-mills on the banks of the river Doce.

It is, I believe, a well-known fact, that this river, like the Nile, periodically overflows its banks, and that the country subject to its overflows contains a soil not surpassed by that of any other part of Brazil. From this circumstance it appears to me, that it will be almost impossible to fix the sleepers of a wooden railroad (as contemplated by the chairman, A. F. Schaezler, Esq.) and that if they could be substantially laid down, it would, from the continued overflows, be of little service. It is also certain that no large trees can grow close together, and that every tree which is cut, will increase the distance of the next from the saw-mill. To draw these large trees therefore from different parts, and at a still increasing distance, through a soft loamy soil, I deem to be almost impossible with the few facilities found in Brazil for economising and assisting human and animal labour. Ask the directors of any of the mining companies, how many oxen, and what time it has occupied, to bring to their mines a single axle for their stamps or wheel-pit, and you will be quite satisfied that the project of realising 114,000*l.* per annum (gross amount) by three saw-mills, will prove quite illusory.

Equally delusive, will, I believe, prove the effort of deriving any great assistance from native labourers, as it is notorious that a grievous plague continually rages on the banks of the river Doce, which accounts for their present depopulated state, and for the liberality of the Brazilian Government.

It is, Sir, but just, that inquiries should be made as to the truth of these statements, before the money of British capitalists, and the lives of British subjects are embarked in the enterprise; and I hope the chairman and directors will cause such investigations to be instituted, before they lend their very respectable names to the furtherance of this project.

I am, Sir, your obedient Servant,

INVESTIGATOR.

LONDON AND GREENWICH RAILWAY.—It appears by a statement issued by the directors of this company, that to complete the whole line to Greenwich, it will require 80,000*l.*; that a dividend will shortly be declared out of the net profits of the company, which by the end of this month it is expected will amount to 25,000*l.*; and, after deducting for expenses 10,000*l.* for the half-year, will pay a dividend on the old shares upwards of five per cent. per annum.

NOATH MIDLAND RAILWAY.—The provisional directors of this railway have given notice to their subscribers, that they have abandoned all further proceedings in Parliament during the present session.—*Leicester Chronicle.*

THE YORK AND NORTH MIDLAND RAILWAY.—The works on this great public improvement are suspended, in consequence of the directors not having been able to come to terms with the Rev. Mr. Shields, of Pocklington, who is a landholder on the line.

GRAND JUNCTION RAILWAY.—This railway will be opened from Newton to Birmingham on Tuesday, the 4th of July next, forming, with the North Union Railway, a complete railway communication from Preston to Birmingham.

TAFF VALE RAILROAD.—The first contract for this line has been just concluded for 40,000*l.*, the work to be commenced immediately.—*Monmouthshire Mercur.*

NEWCASTLE AND CARLISLE RAILWAY.—The following is a statement of the weekly revenue of this railway for the three months ending in May. About forty-six miles are completed, the remainder of the distance is performed by coaches. Week ending March 4th, 600*l.* 12s. 8d.; 11th, 695*l.* 1s. 1d.; 18th, 720*l.* 11s. 9d.; 25th, 874*l.* 4s. 5d.; April 1st, 797*l.* 1s. 6d.; 8th, 687*l.* 15s.; 15th, 721*l.* 10s. 5d.; 22nd, 721*l.* 10s.; 29th, 771*l.* 13s. 2d.; May 6th, 857*l.* 4s. 6d.; 13th, 893*l.* 5s. 3d.; 20th, 968*l.* 2s. 9d.; 27th, 928*l.* 15s. 6d.

GRAND JUNCTION RAILWAY.—The day on which this splendid road will be thrown open for public travelling, is not yet fixed; we understand, however, that Monday, the third of July, will in all probability be the day, when the journey between Liverpool and Birmingham, and vice versa, will be performed under five hours, or a little less than one half of the time it now occupies, as well as at one half the expense, exclusive of the fees which are at present paid to coachmen and guards. The opening of the Grand Junction Railway will cause very great changes in the post-office communication between London and the North of England and Scotland. Until the London and Birmingham Railroad shall be completed, it is, we understand, arranged that there shall be two mails despatched from London for Liverpool and the North, namely, a morning and an evening mail; the first will reach Birmingham at six o'clock in the evening, and the second at six in the morning; the bags will be forwarded by the railroad, and reach Liverpool, the first at midnight, and the second at noon next day. From Liverpool to London there will be three despatches of letters—at half-past six in the morning, at half-past two in the afternoon, and at half-past six in the evening. The letters for most of the intermediate towns between Liverpool and Birmingham, will be delivered in the course of the day; those for London, next forenoon. The mails to Glasgow and Edinburgh, will, by means of the new railroad, be accelerated half a day; and the intermediate towns on the north road will share in the earlier arrival of letters and intelligence. With respect to travellers, a passenger leaving Liverpool by the evening train at half-past six o'clock, may reach London by nine o'clock next morning, or in fourteen hours, instead, as now, by the common road, twenty-two hours.—*Liverpool Paper.*

STEAM CARRIAGES PROPELLED WITHOUT RAILROADS.—Our highly talented neighbour, Mr. Boydell, of Des. Cottage, on Tuesday week, exhibited a carriage he has invented, and for which he has taken out a patent, the object of which is, by means of a curiously constructed machine, to propel waggons along ordinary roads with the aid of steam, and to obviate any necessity for constructing rail-roads. On this occasion, the machine was affixed to a common four-wheeled wagon, and was put in motion by four men turning the fly and the cog-wheel opposite. It is capable of going both up and down hill, a very important feature. Upon its arrival at the Sluice-House, near the city, a number of scientific gentlemen had assembled to watch its powers and action, and they seemed to be generally impressed with its utility. Not less than forty persons were upon the machine. Mr. Boydell was on the spot, and observed, that if he could not succeed on common roads he would plough the fields with it.—*Chester Courier.*

IMPORTATION OF COAL IN LONDON.—Mr. Flood, the barrister, at the Committee of the Grand Collier Dock Company last week, stated the importation of coal in the port of London during the last four years, from which it appeared that, in 1833, there were 7077 ships entered, with 2,010,409 tons; in 1834, 7404 ships, conveying 2,078,685 tons; in 1835, there were 7958 ships, having 2,298,812 tons; and in 1836, 8162 ships, bringing 2,398,352 tons. There was an increase, he added, in the last quarter, ending 31st March, 1837, as compared with the same period in the preceding year, of 77,452 tons.

IRON TRADE.—The iron trade partakes, to a considerable extent, of the depression now prevailing in the different manufactures of the kingdom. There is very little demand for iron; and we find that the workmen are under a notice, most likely for a reduction of wages. We believe that the iron masters of the whole district still adhere to the resolution agreed upon some time ago of curtailing their make; and we consider this a much better plan than to glut the market, and force down its price.—*Monmouthshire Mercur.*

MINING CORRESPONDENCE.

ENGLISH MINES.

ROCHE ROCK MINING COMPANY.

June 5.—The cross-cut at the fourteen fathom level is extended five fathoms and a half south of Campbell's shaft; the ground is sufficiently fair—price 30s. per fathom. We expect to cut the north lode this week. On Wednesday next we shall commence opening on the course of the lode, east of Campbell's shaft, and we expect to have more favourable news to communicate in a short time. The thirty and forty fathom levels are much the same as stated in former reports. The sixty has improved on the south lode, which is about three feet wide, and producing good stones of tin.

S. ROBINS.

TREVORGUS MINES.

June 4.—As there has been a change in the appearance at Trevorgus within the last week, I think proper to write you, to prevent any mistake or disappointment, should there be a wrong report in London, as well as about here, namely, that we have cut a new rich lode. It is not the fact. Having completed our plunger-lift, and recommenced sinking the shaft, we placed men to make a stope in the shoot of lead north of the engine-shaft. They are at present producing there about two tons of lead ore to a fathom: We have just commenced our ten fathom level south, towards a winze going down from the adit level; in driving towards this winze, we have some fine stones of lead, but as we have seen very little as yet, we must wait a little before we can declare anything about it. In stopping the bottom of the eleven fathom level (middle adit) we have a very good lode for lead, having a leader ten inches wide; from this we have raised some good work this week—this has given rise to the rumour of a new lode. It is not so, we knew it was there, and that there are several other places where we shall raise ore by-and-bye, but we must have some little time to do it. In the south, towards the copper, the lode has lately enlarged, and contains some good work for copper; in about twenty fathoms further driving, we shall come under the shallow adit, where we raised such fine ore and gossan.

GEORGE ABBOTT.

NORTH CONSOLS MINING COMPANY.

June 3.—I have attended to your instructions about drawing up the materials, and can say that there never was a poorer mine stopped than the bottom of Wheal Butson. I am sorry to say that the upper levels here are at this time very poor altogether, and no ore in the lode to make a pitch, worthy of any notice.

T. TIPPETT.

CORNUBIAN MINE.

June 3.—In reporting to you of this mine, I beg to observe, that our west caunter has improved very much since my last report. The bunch of lead, at the eight fathom level, did not extend above seven fathoms from the Chiverton lode, though we had lead for several fathoms farther. At the sixteen fathom level we have driven twelve fathoms nearly, and the lode is better than we have had it since we started from the Chiverton lode; it looks kindly at present, and appears to be coming forth to a great course of lead. I think this lode wears the most promising aspect of any lode that I have seen for some years, and even if there were no other lodes in this mine, it would be worthy of a good steam-engine, to make trial of that lode only, but I am happy to say that we have other lodes in a small compass, that have been productive, and I doubt not, will prove so again shortly. Our sixteen fathom level east has not yet got in the great course of ore that we had above, but still we have got most excellent stones of ore, and a good lode gone down in the bottom of the level. Our west end, at this level, there is very little alteration. Our eight fathom level, on the east caunter, the lode is small, composed entirely of muddle, in a fine strata of ground. The east end, on the Chiverton lode, the ground is not so kindly hues, though we have had some good stones of lead there; the ground in the adit was much the same, but after driving some fathoms, the ground altered for the better, and had some small bunches of lead, and I expect that, as we advance to the east, improvement will take place. Our tributers get on well. We are now putting near eighty tons of lead on board for the river Dee, which we hope to complete on Monday.

JOHN BORLASE.

PERRAN CONSOLIDATED MINING COMPANY.

June 5.—After surveying these mines to-day, I have been comparing the last week's report with the present appearances of the tutwork and tribute departments, and beg to observe, that I do not see the slightest alteration, at all events, worthy of notice. The tributers are all working well, and, generally speaking, I believe they are getting wages.

K. ROWE.

TAMAR SILVER LEAD MINING COMPANY.

June 5.—The lode in the 125 fathom level is from one foot and a half to two feet big, with a leader of good work, about six inches big. In the eighty-five fathom level the lode is increasing in size, and continues productive of good work. The lode in the seventy-five fathom level continues favourable for driving, and to produce silver lead ores of good quality. We have now fifteen pitches working, and the tributers are working in good spirits and getting wages; our pitches generally are looking better than they have been for some time past. From our bottom pitch (which continues very productive) we have raised a very good pile of work, which we have commenced dressing to-day.

MARK JAMES.

EAST WHEAL STRAWBERRY MINING COMPANY.

June 5.—The lode in the twenty-five fathom level is rather poor, the end of which is about five fathoms from Corner shaft; the ground being very good for driving, we hope to communicate it in a fortnight. At Orchard, the lode in the sixteen fathom level is about three feet big, composed of caple and blue peach; the latter carries tin, but in a small quantity. The lode in the twenty-four fathom level is about three feet wide, composed chiefly of blue peach and pretty good work for tin. In the past month the men have driven rather more than six fathoms, through good tin ground.

FRANCIS EVANS.

REDMOOR CONSOLIDATED MINING COMPANY.

June 5.—Our lode in the forty fathom level south, has considerably improved since our last report. It is now about eight inches big, and is what we may term a good course of lead. In driving the same level north, the branches of the lode continue to produce good stones of lead, and we hope, in next report, to inform you of their having formed a junction. We have commenced driving this level east on our new discovery, which continues to present equally favourable prospects as when it was first cut. The lode in the twenty fathom level north, is just the same as mentioned in last report, producing good work. I am happy to be able to inform you that our pitches are improved, and the men are working well.

HENRY RICKARD.

EAST CORNWALL SILVER MINING COMPANY.

June 5.—We are getting on regularly with the operations at Flap-jack; the ground in the cross-cut is much the same as in our last. The lode in the eleven fathom level, west of Flap-jack shaft, is about four inches wide. We have removed the men from the east of Mexico shaft, and have put them to sink and stope the bottom of the ten fathom level, under where we had a good bunch of silver, and find the lode at that spot about eighteen inches big, with silver, but not rich.

R. BENNETTS. J. WILLIAMS.

BRITISH TIN MINING COMPANY.

June 5.—Osborne's shaft is down to the twelve fathom level; we have about ten fathoms cross-cut to Fagan's lode. Twenty-two fathom level.—The ground on the caunter is much the same; the lode is from twelve to eighteen inches wide, carrying a leader from one to two inches big, very rich. The ground in east end, on Fagan's, is not so hard; the lode is from two to three feet wide, producing tolerable work. The ground in west end is improved; the lode is from two to three feet wide, producing tany work. Thirty-two fathom level.—Our sumpmen are engaged cutting plat, and casing down whim-shaft, &c. I hope we shall nearly complete our machinery for stamping and drawing by the end of this month.

J. BRAY.

HOLMBUSH MINING COMPANY.

June 5.—I beg to inform you of our setting on Saturday last, and the appearance of the lode in the different bargains. The eighty fathom level to drive west, by eight men, at 6*l.* 10s. per fathom; the lode is one foot and a half wide, very promising, but not rich. The western stopes, in the back of this level, to stope, by six men, at 2*l.* 10s. per fathom; the lode is a good course of ore in these stopes. The eastern stopes, at this level, to stope, by eight men, at 4*l.* per fathom; the lode in these stopes continues very good. The east end, at the eighty fathom level, to drive, by six men, at 5*l.* 10s. per fathom; the lode is small and poor at present. The sixty-two fathom level, to drive west, by six men, at 6*l.* 10s. per fathom; the lode is very much improved in quality, and will produce 10*l.* worth of copper ore per fathom. The winze, to sink below this level, by nine men, at 9*l.* 9s. per fathom; the lode is two feet wide—a good course of ore. The twenty fathom level, to drive east, by two men, at 4*l.* per fathom; the lode is two feet and a half wide, kindly, but not rich.

S. SECCOMBE.

POLBRENE MINING COMPANY.

June 3.—I beg to say, that during the last week I see not the slightest alteration in this mine, in either of the tutwork or tribute department, only that the Downright lode in the back, stopping from the twelve fathom level, east of Vice's shaft, has improved.

R. TRELEASE.

WHEAL BROTHERS MINING COMPANY.

June 5.—I have to inform you that the lode in the adit end continues without any material alteration, either in size or appearance. The lode in the thirty fathom level west, is about two feet and a half big, of a very kindly description. The water is now at the thirty fathom level. The engineers are getting on progressively with our engine work, and the repairs of the boiler, we expect, will be finished by my next report. The stack was finished on Saturday last, and all our other surface operations are going on very satisfactorily.

GEORGE BENNETTS.

SOUTH WHEAL LEISURE MINING COMPANY.

June 3.—There is no alteration in the prospects of this mine since Captain Rowe's last report, only that we are sinking a winze on the course of a large and promising lode, from the fifteen to the twenty-five fathom level.

JOHN BARCLA.

WEST WHEAL BROTHERS MINING COMPANY.

Although the month expires to-day with our tutworkmen, I have had only two bargains to set, in consequence of the contract with the shaftmen to cut the plat, &c. not being completed, and I expect it will take eight or nine days longer. From the underlay at the thirty-three, the lode will fall into the shaft at or about the fifty, but it will be proper to sink to the fifty-three, as it will pass through about that depth. The lode in the thirty-three fathom level west, is from two to three feet wide, interspersed with very good tin, all of which must undergo the process of stamping. The tin stuff it produces gives practical miners an idea that it is very likely to be a productive lode. We have resumed sinking the winze under the thirty-three, as the water appears to have been drained by the cross-cut at the forty-three. In all we have twelve men working on tin ground.

J. CARPENTER.

ALBION MINING COMPANY.

June 6.—The following is the appearance of the lodes in the different levels in this mine, which I find from this day's survey:—The lode in the seventy fathom level, east from engine-shaft, is fifteen inches wide, composed chiefly of spar and spots of ore. The lode in the sixty east, on the south part of the caunter, is still large, producing stones of ore. The lode in the forty-seven east, on the south part of the caunter lode, at present poor. The lode in Nicholson's shaft, under the forty-seven fathom level, is large and ore. We almost think it possible to make a communication to the sixty fathom level by this day week—if so, it shall be done. We holed the winze under the forty fathom level, east of Nicholson's shaft, and have this day commenced a new winze under the forty-seven fathom level, about twenty fathoms east from the above-named shaft. The lode in the forty east, at this time, is about ten inches wide—poor. At George the Fourth they have been driving the adit level, south from the engine-shaft, with an idea to cut the caunter lode at Liberty; within the last few days they have cut a lode of a promising description, the ore it produces is rich and good; we have this day tried the run of the lode in our set, and find it came about thirty fathoms south of our south lode, at Mithian, where an adit has been driven into the hill, and gossan can be seen in the burrows—it appears to be Liberty caunter lode; if the board think proper, we will put two or four men, and prove it, by clearing the adit, and clearing up a gr.-ss-shaft.

J. MIDDLETON.

BRITISH COPPER MINING COMPANY.

June 7.—By this post you will receive the setting report for June, from which the board will perceive, that from cutting the lode in the sixty-two, together with the change that has taken place in mining operations in the neighbourhood, I have been enabled to reduce the number of tutworkmen to thirty, and to increase the number of tributers to seventy-one, and in many instances to reduce the wages of the labourers, which, from uncontrollable circumstances, during the last two years have been very high, so that we may reasonably expect a reduction in the expenditure, and a considerable increase in the monthly returns. We have not yet cut through the lode in the sixty-two cross-cut, nor do I expect we shall for a week or ten days, the end being extremely wet, and consequently very spare for driving; but as soon as the lode is drained, which it probably will be in the course of a few days, this difficulty will be got over. The lode has a kindly appearance, it is so hard as in the upper levels, with more ores than I had expected from it in this place, as it was very poor immediately over in the level above. We have broken some stones of ore in this place of excellent quality during the last week. In the bottom of the fifty-two, where I have set twenty-four men to work on tribute, the lode appears to be so far drained of water, that it will be of little or no impediment either in stopping or sinking in the bottoms. The lode is but poor, in the fifty-two fathom level end east, but the stratum is much softer, as may be seen from the price at which it was set.

JAMES STEPHENS.

UNITED HILLS MINING COMPANY.

June 1.—New engine-shaft sinking; lode small, favourable, with some gossan. Twenty-five fathom level, east of Diagonal shaft; lode three feet wide, kindly gossan, with some ore. Twenty-five fathom level west, Diagonal shaft; lode three feet wide, two feet good ore. Adit level west, Diagonal shaft; lode four feet wide, producing ore of a good quality. Winze, bottom adit level east; lode eighteen inches wide, producing some good ore. Twenty fathom level east, Diagonal shaft; lode three feet wide, two feet ore, of a good quality. Thirty fathom level east, Diagonal shaft; lode four feet wide, two feet very good for ore. Twenty fathom level, south of Old Sump-shaft; in this level we calculate from two to three fathoms to cut the south part of the lode. Winze bottom level, east of Old Sump Countings shaft; lode two feet wide, one foot producing good ore. Twenty-seven fathom level, east of Counting's; lode two feet and a half wide, and half a foot producing ore of a good quality. Six fathom level, east of Turton's shaft; lode from five to six feet wide, promising, with good stones of ore. Cross-cut north of Turton's shaft, thirty-six fathom level; little or no alteration for several fathoms driving.

C. PENROSE.

ST. HILARY MINING COMPANY.

Fifty Fathom Level Driving East.—The lode in this level continues the same as when I last wrote, and is full as productive. **Fifty Fathom Level Driving West.**—We have not yet got through the disordered ground. **Sixty Fathom Level Driving East.**—The lode in this end maintains its size, and is as productive as when I last reported. **Sixty Fathom Level Driving West.**—The lode in this end is improved in the past week, and will produce, at this time, two tons to a fathom. The tributers are working steadily. Next Thursday will be our ticketing at Redruth for the fifty-eight tons lately sampled. I will advise by that post the result.

C. N. BEATER.

GWINEAR MINING COMPANY.

June 3.—Engine Shaft.—We continue to make good progress in sinking this shaft to a twenty fathom level. We are now down thirteen fathoms and a half under the adit. The ground continues good, both in the cross-cut south and in Lyuen adit.

C. N. BEATER.

STRAY PARK MINING COMPANY.

June 5.—The lode in the 170 fathom level is not productive at this moment, but we are progressing at a good rate towards the ore ground lately driven through in the 160 fathom level. The lode in the 160 fathom level is about two feet and a half wide, and producing a little copper. We expect shortly to hole a winze from the 150 to this level, when we expect the pitches here will work to better advantage. The 140 fathom level west, on Camborne Vean lode, has been driven for ten or twelve fathoms, through a tolerably good lode, and now we are sinking Camborne Vean eastern shaft, under 124, to communicate with this level. We have a good branch of ore in the seventy fathom level west, and we have every reason to expect ore shortly at the ninety-three. Our machine shaft is now sunk about four fathoms and a half under 170 fathom level, and I expect in four months to get to the 180 fathom level.

WILLIAM GREGOR.

WEST WHEAL JEWEL MINING ASSOCIATION.

June 5.—The plat at the thirty fathom level, at Buckingham's shaft, is now cleared out, and so is the level east, about fifteen fathoms, and a communication made from the twenty to the thirty fathom level, by means of the winze. In the back of this level there is tributaries' ground, which we shall set next Saturday; the lode is from ten to twelve inches wide, as far as we see of it. We have completed the clearing the deep adit, east from Buckingham's shaft, to the end of the old workings; on the back of this level we shall set a pitch next Saturday; the size of the lode, on the end, is about nine inches, composed of gossan, spar, and intermixed with green oxide of copper; above and below this level is all on whole ground, and, by driving it, there is as good a chance of discoveries as the old men had between it and Buckingham's shaft. During the past week we have driven one fathom in the deep adit, or Morcom's lode, which is about two feet big, composed of gossan, spar, and intermixed with green oxide of copper ore; and we consider it a very fine gossan, likely for making great quantities of copper ore. Wilkinson's engine-shaft is about nine fathoms and a half under the surface; the ground continues soft, and the lode is about two feet and a half wide, composed of gossan, spar, &c., intermixed with tin, and is a very promising lode.

M. WILLIAMS.

TRELEIGH CONSOLS MINING COMPANY.

At Shauger we have a very promising mine, and will, with care and economy, soon become productive; every day's work tends to confirm this opinion; there has been a gradual improvement since the first sight of the lode, at the ten fathom level, which is the case likewise in sinking the shaft. In the twenty fathom level west, the lode is eighteen inches wide, worth for copper from 4*l.* to 6*l.* per fathom, leaving the back equally good, which, as soon as possible, I intend stopping. The eastern end is extended six fathoms one foot eight inches, and has, for that distance, been equally good with the west end, but is now disordered by a cross-spar branch, which may for some time have an unfavourable effect on the lode. From this shaft we are cross-cutting, by four men, towards the north lode, which may be completed in about six weeks. In the engine-shaft we have commenced sinking on the course of the south lode; the ground has a good appearance for ore. At Williams's we are driving east, on the north lode, by four men; the lode is small, yet not without ore; and we hope, as we get east, under where we had ore in the adit, it will improve. At Christie we have cleared the old shaft to the bottom, where we discover the lode in two parts, with about four feet horse, each part about twelve or fourteen inches wide, bearing a small portion of ore, in a fine, strong, masterly lode, enough to induce any miner to pursue it; and we have accordingly set the shaft to sink towards the ten fathom level, which is about six fathoms, and at the same time are continuing that level towards it, and hope to communicate in two months.

W. SINCOCK.

WANTED.—A NUMBER OF WAGGONS adapted for a TRAM-ROAD, also a FEW TONS (about ten or twelve) TRAM-PLATES. Particulars of size of waggon, weight of plates, and prices, to be addressed (post paid) to H. F. H., agency office for the "Mining Journal," 664, Fleet-street.

TO MINE AGENTS.—WANTED, by the Directors of the Mining Company of Ireland, a MINE AGENT, fully competent to conduct Mine Works, underground and at surface. Application by letter (post paid), addressed to RICHARD PURDY, Dublin, giving references or certificates of qualification.

MEETINGS OF SCIENTIFIC BODIES IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	21, Regent-street	Monday	9 P.M.
Statistical	4, St. Martin's-place	Monday	8 P.M.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8 P.M.
Geological	Somerset House	Wednesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

SOCIETY OF ARTS.—MEETINGS OF COMMITTEES.

MONDAY, JUNE 12.—The distribution of rewards will take place at the Hanover-square rooms, H. R. H., the Duke of Sussex, president. Members will be allowed to introduce, by tickets (to be obtained at the Society's rooms) two ladies and one gentleman. The chair will be taken at one o'clock. In accordance with the rules and orders of the Society, the committee of management beg to impress upon members the necessity of signing their personal ticket previous to its being presented, which ticket cannot, under any circumstances, be transferred.

TUESDAY, 13.—The last illustration of the present session, at eight o'clock precisely, on the manufacture of sword-blades, by H. Wilkinson, Esq.

PUBLIC COMPANIES.

MEETINGS.

The Brighton Lines	London Tavern	June 12	1.
North Consols Mining Company	Lombard-street Chambers	14	1.
Colombian Mining Association	3, Freeman's-court	15	2.
Bolivar Mining Association	9, Austin-friars	17	1.
Corubian Mining Company	Levypont	19	12.
Hayle Consols Mining Company	6, Freeman's-court	29	1.
Wheal Brewer Mining Company	Devonport	21	7.
Redruth United Mining Association	George and Vulture Tavern	21	1.
Altona, Hamburg, and Lubbeck Co.	George and Vulture	21	1.
South Wheal Leisure Mining Company	1, Cushion-court	23	1.
Preston and Wyre Dock Company	82, Cornhill	23	12.
North Cornwall Mining Company	George-yard, Lombard-st.	26	1.
South Western Railway	London Coffee-house	27	1.
Minas Geraes Mining Company	8, Tokenhouse-yard	28	1.
London and Croydon Railway	City of London Tavern	29	1.
Anglo-Mexican Mining Company	9, New Broad-street	July 5	1.

CALLS.

Manchester and Leeds Railway	31	June 15	Canliffe, Brooks, and Co.; Manch. & L'pool Dist. Bank; Beckett and Co., Leeds.
Durham County Coal Company	4	20	Williams, Darlington Dist.
London Grand Junction Railway	2	28	Jones, Lloyd, and Co.
South Polgoth Mining Company	10s.	30	Prescott, Grote, and Co.
West Wheal Jewel Mining Co.	10s.	July 1	23, Threadneedle-street, Western Dist. Bank, Truro.
Hayle Railway Company	5s.	1	Ransom and Co.
Rio Doce Company	1	10	Barnett, Hoare, and Co.
European Gas Company	2	10	Ladbroke and Co.
Alliance Gas Company	1	12	Ladbroke and Co.
Birmingham and Gloucester Rail.	24	Aug. 1	Birmingham Banking Co.; Gloucester Banking Co.; and Glyn and Co., London.
Treburget Mining Company	5s.	9	Vere, Sapte, and Co.
Rhymney Iron Company	5s.	Sept. 7	Glyn, Halifax, and Co.
DIVIDENDS.			
Anglo-Mexican Mint Company	12s.	June	
Danube and Maine Canal	11s. 3d.	15th	

NOTICES TO CORRESPONDENTS.

DURE OF CORNWALL'S HARBOUR AND VICTORIA RAILWAY.—We have received "R. S." letter, and will endeavour to comply with his request. At this moment we do not recollect the purport of "R. S." former communication, but presume its non-insertion arose from his name not having been given.

DE DUNSTONVILLE MINES.—Our correspondent's letter should have appeared, had he given us his name in confidence. He is, in all probability, right in his assertions, but he must be aware, we should not be warranted in giving them publicity without the voucher of his name for their correctness, or ascertaining the facts for ourselves, which is not in our province.

IRISH MINES.—We hope to be able to direct our attention to this subject, next week.

NATIONAL BRAZILIAN MINING ASSOCIATION.—We insert Mr. Mountney's notice of the letter, which appeared in our last Number. We agree that the writer should meet Mr. M. on fair terms. Under all circumstances, having delayed the insertion of the remarks we intended to have made on the correspondence, it may be well to let the matter drop. We shall be glad to hear of Mr. Mountney having a good appointment, and of a declaration of dividends among the shareholders.

GREAT WHEAL PROSPECTOR MINE.—TREGOLLAN MINING COMPANY.—"A Manchester Inquirer," wishes to know why reports do not appear in the Journal, we can only say, it is not in our power to satisfy him, the former is virtually a Liverpool company, having been "brought out" there, although we believe some Devonport parties were the projectors—report says, no dividends must be expected for the present. Tregollan, we have heard, was in few hands, and might be considered as a private company.

WEST WHEAL JEWEL.—A shareholder, who has given us his name and the number of shares held by him, inquires whether "an extravagant expenditure" has not taken place, as 18,000l. has been called for within the past twelve months, while the estimate in the onset was only 11,000l. He considers (and we think wisely too, in this as in other cases), that the opinion of an intelligent and disinterested mine agent should be taken on the prospects of the mine. We are aware of the difficulties attendant the collating of information on a first visit to a mine, but extravagant expenditure, if it exist, might be checked, and the reports of agents either confirmed or corrected.

W. J. H.—We hope our letter has been received, and proved satisfactory.

RIO DOCE COMPANY.—The article transmitted us shall receive attention, and will doubtless be noticed in our next. In the meantime, we may refer to the reports in our last and present Number of the meeting lately held, and the letter of "Investigator."

An article on the "Artificial Production of Crystalline Mineral Compounds," inserted in our last, from the *West Briton*, should have been accompanied by certain corrections as regards the experiments of Mr. Fox, which appeared in a subsequent Number of these publications. We shall endeavour to give the corrected statement of these experiments in our Journal of next week.

We have received Professor Barlow's recent work, "On the Strength of Materials, and on Construction," but being unable from the press of other matter to do justice to it in our present Supplement, have deferred noticing it till our next.

THE MINING JOURNAL, And Commercial Gazette.

LONDON, JUNE 10, 1837.

As we have never been the advocates of Scrip Companies, although ready to admit the advantages which appertained to them, we have ever laboured to undeceive those, who depending on the representations of a prospectus, and the sanguine expectations of the projectors, cherished the fond hope of realising large profits at an early period, by a trifling advance of capital; and it is to us, at the present moment, a matter of sincere regret, to find the extreme to which the public are carried, an extreme, which is as palpably absurd and injurious, not only to their own interest, but to mining generally, as was that in which they indulged some two years since. As we observed last week, frequent meetings are held when resolutions are passed, having for their object the dissolution of the company, and restoring to the shareholders the small balance which remains—the only view entertained, appearing to be that of avoiding further calls, while the value of the property of which they are possessed, and which may require but little additional capital to prove, and that—in many cases in all probability successfully—is completely lost sight of. Indiscriminately are the good and the bad involved in one common wreck, while it is painful to observe, the daily sacrifices which are being made by the sale of materials, at prices not equal in many instances, to one-third of their first cost, and this arising not from a want of money (for however scarce, it does not press so heavily as to cause the sacrifices to which we advert), but solely from the want of confidence. The system of deception practised, in the getting up of

the companies—the imperfect management and extravagant expenditure which have attended their working—are now apparent to all—and instead of meeting the matter boldly, and at once endeavouring to profit by past experience, they are ready to admit that they have paid "too dear for their whistle," and would even throw away the property they have acquired.

We would again caution our readers against lending themselves to the interested purposes of some, who, at the very moment of winding up the concern, are concocting the means of resuming the working of the mine which the scripholder throws up in disgust—glad, as he reconciles it to himself, to avoid the payment of further calls, and to rid himself of imaginary liabilities. Thousands have been expended, and we will admit wastefully expended, but a few hundreds, laid out with judgment and economy, may restore to the shareholders the losses which they are now ready to sustain. It should be remembered that Tresavean, the profits on which for the last two months' working exceeded 7000l., required patience ere its large profits were realised. Shares were thrown up, or bought for an insignificant sum. Carn Brea was abandoned more than once, and the Consolidated mines, ere they were brought into their present productive state, required an expenditure of many thousands, and years of persevering toil. True it is, that, in some few instances, large profits have been suddenly realised; but mining, considered as a legitimate mode for the investment of capital, must be looked upon in all its bearings, and the advantages and disadvantages attendant it duly considered. We will only, in conclusion, repeat our caution and advice, and doubt not, if it be allowed to pass unheeded, the time will shortly arrive when lively feelings of regret will follow that apathy which now so generally pervades all classes who may have incautiously embarked in mining pursuits.

The attainment of many of those objects which are required by the necessities of society, involves a considerable degree of danger and privation to the classes engaged in certain branches of industry; and by none, perhaps, are these dangers and privations more severely felt than by our mining population. The occupation of the miner is distinguished from all others, by strongly marked peculiarities, of a nature which can hardly be understood or appreciated by those who have never visited the deep recesses of our mines, and are not conversant with the ingenious devices which have been called into action in extracting the deposits of mineral wealth, in all the various forms which they have assumed in the great laboratory of Nature, and the difficulties to be contended with in these operations.

From the cheerful light of the day, the miner—and the miner alone is excluded—for full one half of his waking hours, and the subterranean darkness in which his labour is carried on, is feebly illumined by the glimmer of lamps or candles, which afford barely light enough to guide the operations of the pick or boring tool, and to discern the nature of the mineral produce to be extracted. But in quitting the daylight, the miner also loses what is far more important—the pure atmospheric air—and although great skill and attention have been directed to the ventilation of mines (without which, indeed, they could not in many cases be worked at all), yet it will be readily believed that the atmosphere vitiated by the breathing of the men, the combustion of candles or lamps, the blasting with gunpowder, and many other causes, is far different from that at the surface, and much less adapted for respiration and the support of the vital functions—an evil which in workings remote from the main shafts, is often very seriously felt, and is most prejudicial to the health and longevity of the men employed.

The great dangers incidental to the miner's occupation, arise, however, from three principal causes—inundation—the combustion of explosive gases—and the falling in or crushing together of the rock in which the excavations are formed. Of these dangers, that arising from explosion is in a great measure confined to coal mines; and it is in them also that the others are principally, although by no means exclusively felt.

The first of these dangers, arises generally from penetrating into ancient and unknown excavations, filled with water, which instantly rushes out with tremendous fury, filling the lower part of the mine, where the men are chiefly employed, so quickly as to defy the power of the engines to draw it out, and thus causing the death of those unfortunate persons who happen to be so situated as not to have the immediate opportunity of escape to the surface.

It will be in the recollection of our readers, that a lamentable accident of this kind happened a short time since, at the Argeod Colliery, near Mold, in Flintshire, and that by this accident about twenty persons lost their lives—ten others being only preserved from destruction, after a miserable and precarious existence for three days in the mine, by the noble and intrepid conduct of their fellowminers, who as soon as the water was lowered sufficiently in the pit, risked their own lives in the attempt (we are happy to say in some measure a successful one) of rescuing any of their unfortunate companions who might still be living. In an occurrence of this melancholy nature, it is pleasing to find any redeeming circumstances, any subject to which we can turn with feelings of satisfaction—and such circumstances are not wanting on the present occasion. The noble conduct of the miners in risking their own lives to rescue their fellows, we have already adverted to, in the words of the *Chester Gazette*, "notwithstanding the great danger attending the undertaking, there was scarcely a collier in the neighbourhood that did not, without an instant's hesitation, offer his services." We are pleased to find also that both the testimony of the survivors, and the verdict of the coroner's jury, fully acquitted the underground agents, the overseers, and proprietors, of all blame in the unfortunate event, although it must afford to all an additional proof of the extreme care and precaution which are requisite when working in the vicinity of ancient excavations, and also the necessity of keeping correct plans of mines—a measure forming one of the recommendations of the Parliamentary Committee on accidents in mines. We must also notice, with feelings of unmingled satisfaction, the prompt benevolence toward the sufferers, manifested by the surrounding gentry, a meeting having been held at Mold a few days after the accident, and the sum of £230 subscribed in the room.

The danger arising from the explosive gas, called the "fire-damp," is however by far the most dreadful with which the miner has to contend, and proceeds from a spontaneous evolution of carburetted hydrogen from the seams of coal, which when mixed in certain proportions with atmospheric air, becomes exceedingly dangerous, as instant and violent explosion ensues on contact with flame. Of the dreadful accidents which have thus arisen, and the frightful and instantaneous death which has in these cases, so frequently involved the unhappy miners, either from the explosion of the "fire-damp," or from the effects of its no less fearful concomitant, the "after-damp," we shall not here enter into detail, merely observing that it appears from parliamentary inquiry, that on an average little short of one hundred persons annually lose their lives, by accidents of this description.

The efforts of science have indeed furnished the miner with a powerful protection against the "fire-damp;" the splendid genius of Sir Humphrey Davy produced the beautiful contrivance so justly termed the "safety lamp," which, although not furnishing perfect protection under all circumstances, still unites in an eminent degree, those indispensable requisites for practical utility in any contrivance of this kind—safety, portability, and convenience. That so many fatal accidents still take place, may, we believe, be ascribed chiefly to two causes—the number of dangerous, or "fiery mines," before almost inaccessible, which have been extensively worked since the adoption of the safety lamp—and the carelessness too often exhibited by the men in the use of it, becoming reckless and insensible, as they do from habit, to dangers by which they are constantly surrounded.

Accidents arising from the falling in of the rock, adjoining the excavations of the mine, although not of frequent occurrence, are happily less numerous and far less serious, than those to which we have before alluded, the cause being much more under controul, and this danger being, in most cases, averted by leaving proper pillars of support in the workings, and keeping them open by timbering and other means, when this course may not be expedient.

The numerous lesser casualties to which the miner is continually subject, we shall on the present occasion pass over, having already said sufficient, as we hope, to show that a wide field still exists for the exertion of science and philanthropy, and that the condition of the highly deserving class under consideration, may not improbably receive further amelioration from public attention being directed towards it, as from time to time we propose it shall be through the medium of the columns of the *Mining Journal*.

It affords us much gratification to be enabled to announce to our readers that, without any compromise on either side, an explanation has taken place with reference to the action pending between the directors of the "South Polgoth Mining Company" and ourselves. It is, at all times, a most unpleasant duty to have occasion to animadvert on the proceedings of any Company, or to give insertion to the remarks of any correspondent which may have a tendency, however slight, to prove detrimental to its interests; but it is hardly necessary for us to observe that there is but one course for us to pursue, and although we differ from some, who think we are bound to give up the names of our correspondents, we need not repeat that, by the insertion of the letter, we readily take upon ourselves the responsibility, although we may not adopt the principles or arguments of the writer.

In the present instance, we have to express our regret that an opinion should ever have been entertained by the gentlemen in the direction of that company, with respect to the motives by which we were influenced, which should have led to the commencement of legal proceedings, and from which, so far as we can see, no good could possibly have arisen, either to the company or to us—the professional gentlemen alone being those most likely to have been benefitted. It is pleasing, however, to be able to state that, the explanations afforded have been satisfactory on both sides, and the best spirit was evinced in putting a termination to the suit. We have to assure our readers, that no sacrifice of principle has been submitted to, and that we are equally ready as before, to afford through the medium of our columns, publicity or exposure where abuses are supposed to exist, or to afford explanations, where such can be given. One word of explanation will, occasionally, avoid much angry recrimination, and, in times like the present, a liberal spirit should be at all times evinced. Such, we are ready to admit, has been exercised in the present case.

THE FUNDS.

CITY, FRIDAY EVENING.

The shock experienced by the failure of the several American mercantile houses has not had its influence on our funds, to the extent apprehended by some parties, which have fairly maintained their ground since our last, having, indeed, experienced an advance in the course of the week of about 1 per cent., Consols having been done as high as 91½ for the account, although leaving off flatter, the last price quoted being 91¼. The business has been rather limited, Consols for money, New Three-and-a-Half per Cent., and other stocks, being closed for the dividends. Money at one period appeared more plentiful, but towards the close of the week was rather scarce, and obtained a higher interest. Exchequer Bills, which were quoted at 30, have been since done at 38, leaving off, however, at 33 35. Bank Stock has fluctuated between 203 and 205, and India Stock between 258½ and 260. India Bonds were done at one time as high as 37, but left off flatter, being quoted 33, as the last price.

In the foreign funds there is but little to remark of interest; Spanish have varied from 21½ to 23½, the last price being 22½. Portuguese have been steady, at 42½ 43¼. Mexican, which were done at 23, have since been called 20 21.

During the day the British funds exhibited a degree of heaviness, Consols declining from 91½ to 90½, but afterwards rallied, and closed for account at 91¼. The heavier securities have also shown a tendency to decline, a good deal of money stock having been thrown on the market. The Three-and-a-Half per Cent. Reduced Annuities were done at 97½, and closed at 97½; the New Three-and-a-Half per Cent., 99½; Bank Stock, 204½ money. The premium upon Exchequer Bills, 33 35, and on India Bonds 33. The United States Bank Bonds are quoted at 94½, and United States Bank Shares at 23. There has been little doing in the other American Post Bonds.

The foreign market has been heavy. Spanish Bonds have receded full 1 per cent., the closing price being 22½ money, and for account, 22½; Old Coupons, 47; New Coupons, 29; Deferred Bonds, 8½. Portuguese New Bonds, 43; and the Three per Cent., 28½. Chilean Bonds are 28; Danish, 73½. French Rentes, Five per Cents., 108f. 50c. Dutch Stock is 531 and the Fives, 98½ ½.

The share market, has been inanimate, except in some of the railway shares. London and Birmingham have fluctuated between 122 and 132, leaving off 129 130. Great Western, after having been at a trifling discount, are now quoted 1 2 pm. London and Greenwich have been 7, but are now 6 discount; and London and Southampton have been done as low as 27 dis. In other shares there is no alteration worthy of notice.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 91½ ½; Exchequer Bills, 33 35; East India Bonds, 33 5; Dutch Five per Cents., 99½; Ditto Two-and-a-Half per Cents., 52½ 3½; Portuguese Five per Cents., 43½; Ditto Three per Cents., 28½ ½. Railways:—Stephenson's Brighton, 3 2 dis.; Great Western, 1 2 pm.; London and Birmingham, 43 5 pm.; Southampton, 22 21 dis.

LONDON, JUNE 9.—Copper is firmer; tin quite stationary; lead very flat; iron in no demand; spelter very animated, from speculative demand by those who overhold themselves in the late fall.

REDRUTH, JUNE 8.—Average standard, 96f. 12s.—Average produce, 7½.—Average price, 4f. 17s. 6d.—Quantity of ore, 3309.—Quantity of fine copper, 263 tons 2 cwt.—Amount of money, 16,336f. 19s.—Average standard of last sale, 103f. 16s.—Produce, 7½.

PROCEEDINGS OF PUBLIC COMPANIES.

HAYLE CONSOLS MINING COMPANY.

At a special general meeting of the shareholders in this company, held at the office, 6, Freeman's-court, on Tuesday, the 6th of June, inst.

C. H. WOOD, Esq., in the chair.

The advertisement convening the meeting having been read, together with the minutes of the preceding meeting, the CHAIRMAN stated that, in pursuance of a resolution passed at the last meeting, 1410 shares had been offered for sale, by Mr. C. Warton, five only of these having been sold, although a deposit of 5*l.* was paid on fifty, by a gentleman who had not since been heard of.

Mr. FIELD rose for the purpose of moving a resolution, to the effect that a committee of investigation, of five shareholders, with power to add to their number, be appointed; such committee to have full power to inspect all accounts, books, papers, &c., belonging to the company, as well as that of generally effecting the objects of their appointment.

The CHAIRMAN proceeded to read a report received from the mines; the signature it bore he did not feel authorized to give up, there being reporters present for the public press. The document was offered for private inspection, to preclude the possibility of its coming before the public.

It was moved, seconded, and carried unanimously, that Messrs. Field, Cathre, Thomas, Shaw, and Ashley, form the committee of investigation. A question arose, whether the directors had all paid the fourth call, which was found to be the case, with the exception of one.

A desultory conversation then took place as to the forfeiture of the shares in default, which was ultimately deferred to the next meeting.

It was moved, seconded, and carried unanimously, "That this meeting be adjourned until this day fortnight (20th June), for the purpose of receiving from the committee their report on the affairs of the company."

NORTH CORNWALL MINING COMPANY.

The annual general meeting of the shareholders of this company, was held at the offices, on Monday, the 5th inst.

JOHN RICHARDS, Esq., in the chair.

The advertisement convening the meeting, having been read, the CHAIRMAN informed the proprietors of the reason that their board was now composed of new directors, and read the minutes appointing them to office.

The report and financial statement, as follows, were then submitted.

REPORT.

In meeting their co-proprietors, at their second annual general meeting, the directors regret that they cannot yet congratulate them on the entire realization of the hopes entertained at the period of their last meeting. But, though the mines are not yet in a state to pay their expenses, they are happy to say, that from the information communicated to them by their agent in Cornwall, and confirmed by the surveys held on the mines by some of the most experienced lead miners in that county, there is every reason to look for a highly important and almost immediate improvement in the produce of these mines. So far disposed are the directors to be of this opinion, that they would willingly have put off this meeting for a short time, in the hope that the postponement would have enabled them to communicate the result of this expectation, but were deterred by the positive nature of the regulation on the scrip certificates, appointing the annual general meeting to be held on the first Monday in June. The directors have now, therefore, only to state the past operations and the present position of the mines.

At Wheal Hope, the upper levels, that is to say, the adit, the twelve, twenty, twenty-eight, and thirty-eight fathom levels, have been extended eastward, until stopped by a course of red ground intersecting them, and rendering the further extension of those levels, under present circumstances, unadvisable. The forty-eight, fifty-eight, and sixty-five fathom levels have been likewise considerably extended eastward; but though the lode therein has not, like those above them, been cut out by the course of red ground, still the directors have been induced to suspend their further extension in that direction, in consequence of their anxiety to lighten the monthly costs of the mine, while other, and as they trust, more profitable works, in whole ground, were in progress at the bottom of the mine, and on which the directors consider the future success principally depends; and though the captains who lately surveyed this mine, strongly urged the propriety of driving some fathoms further on the forty-eight or fifty-eight fathom levels, in order to cut another rich bunch of ore, which is supposed to have gone down thereabouts from the levels above; this has also been deferred under the same considerations. Within the last fortnight, however, a large and good lode has been discovered at the bottom of the fifty-eight fathom level west, about two to two and a half feet wide, out of which the tributors have already taken about two and a half tons of ore, in one and a half fathom of ground.

The most important object, however, was to follow the run of ore which was ascertained to have gone down near the engine-shaft from the sixty-five fathom level, and which in the old workings enabled the adventurers to raise from this level alone, fifty tons in one month. With this view, the directors began about July last to sink the engine-shaft ten fathoms from the sixty-five fathom level, for a new or seventy-five fathom level. Owing to the hardness of the ground through which they had to sink, this work was not completed till the end of January; since when, they have opened the seventy-five fathom level east and west, having driven about eight fathoms eastward, and two fathoms westward of the engine-shaft. In the eastern end, the lode is already much improved, and as the workmen are now supposed to be very nearly under the run of lead gone down from the level above, the directors are led to look with some confidence to the speedy realization of the expectations so long held out of a very important increase of produce from this level. Meantime, acting on the advice of the surveyors already referred to, the agents have commenced sinking for another, or eighty-five fathom level, and have already got down about nine feet. Here, it appears, we have come to a change of ground, which is reported to be favourable, with a good lode in the shaft, yielding very good stones of lead, superior, indeed, to any previously broken. To counterbalance the expense of this fresh undertaking, the directors have much satisfaction in informing the meeting, that they have succeeded in making an arrangement with the proprietor of the mine, by which he has consented to give up one half his dues during the time which may be occupied in sinking this new or eighty-five fathom level, and in driving ten fathoms east and ten fathoms west on the course of the lode in that level. An arrangement, at once highly advantageous to the company and creditable to the liberality of the gentleman who has made so important a concession.

Should the expectations which the directors have been led to entertain from the seventy-five fathom level (without reference to the contemplated eighty-five fathom level) be realized, this mine will, in the course of a few months, be sufficiently developed to enable the directors to form a positive opinion as respects this undertaking generally.

At Wheal Thomas, though the lode in the several levels has not been so productive as formerly, yet the expenses incurred in this mine are very light; the quantity of lead raised may be considered even now more than equal to the expenditure. The agents have lately recommended driving south, in order to cut one of the south lodes, with indications of a promising nature, of being near the lode, which, by its appearance in the adit, bids fair to be of much importance to the mine. The directors have also ordered a cross-cut to be made to the north, where it is ascertained there is a lode near to the engine-shaft; and should those two lodes to the north and south of our present driving, turn out as favourable as expected, the prosperity of this mine may be materially promoted.

On the whole, the directors beg to state that, though the fulfilment of their hopes from these mines has been delayed, there is no cause whatever for despondency, and their expectations of ultimate success (after minute investigation by disinterested and competent mining agents) authorize their pursuing the objects now about to be arrived at, with undiminished energy, feeling that the time employed, and the money expended in sinking into new and promising ground, in another level, would be all thrown away, if such ground, when arrived at, were not explored. To effect this object, the directors, after full deliberation, decided that, in justice to the trust reposed in them, the interests of the proprietors demanded the raising a further capital, which was indispensably necessary for the development of the important objects now detailed, and accordingly, 5*s.*, per share, making up 2*l.* per share in the whole, was called for on the 10th of April last. They regret to say, from the state of the times, this call has not yet been fully responded to, and it will be for this meeting to determine what steps shall be taken on this point. To conclude, the directors have deemed it advisable to have present the mining agent, who will be prepared to answer any inquiries that may be deemed necessary by any proprietor.

DR.	BALANCES.	CR.	
Of mines.....	£1,598 5 4	Capital.....	£13,490 0 0
Expenses of mining.....	12,539 4 7	Ore account.....	2,237 17 8
Charges—To June.....	2617 1 10	Bills payable.....	336 8 6
1867.....	437 17 7	Llangennech Coal Comp.	14 0 0
North Cornwall Mines Company	14 3 6		
Shares in Cornwall.....	70 12 6		
Costs and bills in London.....	785 0 10		

A general conversation ensued, in which the CHAIRMAN informed the

meeting, that although the produce had fallen off latterly, they would be able in a few months to return half of the expenditure, as the operations were necessarily preliminary, till they had cleared out all the former workings, and come into new ground at a lower level. The shareholders inquired if all the calls had been paid up, and if not, how many were in default, expressing their opinion, that the directors ought to take immediate steps to forfeit such as were in arrear.

The CHAIRMAN said, that the regulations by which they were bound, forbid their acting in that manner, as they could only sell the shares; the general feeling of the meeting concurring, that it would be best at once to forfeit the shares that were unpaid on, the following resolution was carried unanimously:—"That a special general meeting be held, on Monday, the 26th inst., to alter a clause in the scrip certificates, with reference to unpaid calls, and to give the directors the power to forfeit such shares, instead of selling them, and to decide on the actual forfeiture of such shares, on which the call may remain unpaid."

Mr. RICHARDS, then inquired if the new directors held their shares as original shareholders, or otherwise, as that would have a great effect upon the proprietors generally, in inducing them to pay their calls, as the directors opinion might be gathered from the circumstance.

In answer to the inquiry, the directors severally stated, that they held large interests in the concern, and that they had held them originally.

Satisfaction being expressed at the answer, and a vote of thanks having been given to the chairman and directors, the meeting adjourned.

REDMOOR CONSOLS MINING COMPANY.

A special general meeting of the shareholders of this company, was held, at the London Tavern, on Tuesday, the 6th inst.

P. N. JOHNSON, Esq., in the chair.

The advertisement convening the meeting having been read, the report was submitted, which stated, that being obliged to hold a special general meeting for the purpose for which they were now called, it would also supersede the necessity of the annual general meeting, to be called in July. The object of this meeting, was to authorize the directors to obtain a renewed set from the Duchy of Cornwall, of so much of the mining property belonging to the company as is held under any Duchy set or sets; as the agents in Cornwall make it a rule with public companies, on the renewal of any sets, that the directors must be authorized at a special meeting to carry it into effect. The Chairman had lately been, with Mr. Richard Rowe, to examine the mine, and found it had increased in richness considerably, the ore getting more valuable as they got deeper; they shortly expected to cut the lead lode, which there was every reason to think, would prove rich.

The CHAIRMAN said, a great source of encouragement was, that the mine had been making regular returns for the past five months; that Lord Ashburton had reduced his dues, from one-twelfth to one-fifteenth; and the fact also of there being only 660 shares unpaid on upon the last call, notwithstanding the heavy pressure on money affairs.

The statement of accounts was submitted, showing the total amount of expenditure since the last meeting to be 5731*l.* 9*s.* 5*d.*; the total receipt on lead ores, 1214*l.* 11*s.* 1*d.* The debt of the company was now reduced to 200*l.*

The CHAIRMAN, then submitted some resolutions to the following effect:—

"That the directors be authorized to obtain a renewal of the sets from the Duchy of Cornwall, of so much of the mining property belonging to the company, as is held under any Duchy set or sets, and a grant for such new set or sets, as the directors may think expedient to take, executing a deed of trust, as directors of the company.

"That this meeting do approve of the directors making a further call, in accordance with the regulations of the company.

"That it is not necessary to convene the annual meeting, but, that this be considered in lieu thereof."

The CHAIRMAN said, he hoped the meeting would come to some resolution, to forfeit all shares that were not paid on, as such a measure was absolutely necessary; a further call of 5*s.* would be a sufficient outlay, making about 1000*l.* or 1200*l.* to be expended. The directors had not taken any remuneration for their services, but he felt himself obliged to decline remaining as a director any longer, as it occupied a great deal of his time, which was very valuable; his retirement, therefore, and Mr. Grant's, would leave two vacancies in the direction; he did not, however, retire because his opinion of the concern had deteriorated, but should still hold his shares, and regularly respond to the calls made.

Mr. WIDDER suggested that, this being a special general meeting, it was not competent to entertain any other subject than that for which it was called, and thought the subject of the call and election of directors, should be held at the annual general meeting in July, which it was not in the power of this meeting to supersede; he then moved, that the report be received and printed, together with the accounts, which was carried unanimously.

The first resolution was here carried unanimously, in consequence of Mr. Widder's remarks, and it appearing generally to be the feeling of the meeting. The general annual meeting was determined to be held in July, as prescribed by the regulations of the company, when the other subjects would be entertained. Thanks having been voted to the chairman and directors, the meeting adjourned.

REDRUTH UNITED MINING ASSOCIATION.

A special general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Wednesday, the 7th inst.

M. MOCATTA, Esq., in the chair.

The advertisement convening the meeting, for the purpose of determining on the forfeiture of shares in default on the last instalment, and also to present a report as to the future operations at the mine, having been read, the SECRETARY proceeded to read the report, which stated that the last call made had not been responded to by all parties; the number of shares in default was about 1150, and out of this number they had had repeated applications for about 300; these shares were forfeited, but the directors had called this meeting together, as they had the power to restore them. The directors suggested whether it would not be right to draw a line of demarcation between those shareholders who had knowingly neglected the payment of the call, and those who had done so accidentally, and had since applied to have them restored. The directors, taking into consideration the state of the company's affairs, had had the mine inspected by competent judges, and would lay before the meeting their reports; it had also undergone inspection by mining captains, deputed by a shareholder. In consequence of their advice, they had suspended Clifh mine, and reduced Uny mine's expenditure to about 40*l.* per month; and Bucket's mine was the only adventure on which they had now to depend. They were advised to sink Ashton's shaft ten fathoms deeper, which would cost about 5000*l.*, and occupy seventeen months; but some parties maintained, the best course to be pursued would be to prosecute Buller's shaft, which would cost about 1500*l.* less than the other plan, and which was now almost upon the lode. A statement of the accounts was presented, which showed a balance now in the hands of the company of 1600*l.*, but after paying the costs for May and June, they would have but a slender balance in hand.

The CHAIRMAN said, they had reduced the salaries of the officers of the company whilst the present state of things existed, but they would be raised again when that disappeared.

It was then resolved that the report be received and adopted. After some conversation on the subject of forfeiture of the shares in default, in which some shareholders expressed a wish that further time should be granted them for payment, the following resolution was carried unanimously:—

"That such shareholders as had either applied personally or by letter to pay the call payable on the 15th March last, be permitted to do so on or before the 15th inst.; all other shares, on which the said call has not been paid, be forfeited and cancelled."

Reports from the captains were then read, as also from Messrs. Richards and Jennings, the captains deputed by a proprietor, who were the only dissentients in advising the sinking of Ashton's shaft, as the most secure mode of operation, and that which would most effectually prove the lode, although it would require a greater outlay.

Mr. MONTEFIORE then rose, and recommended the prosecution of Buller's shaft, as requiring both less time and less outlay to effect, and that they would be able to see as they advanced every step, whether it would be desirable to carry the work out; but in the sinking Ashton's shaft, they must spend their money to come down to that point, which at last they might find unprofitable.

Mr. ASHTON advised the proprietors not to hasten any measure which at a future time they might repent of; he reminded them of the discoveries made in Carn Brea, at the same depth which they contemplated sinking to, and which was distant only a short way.

A long conversation ensued, in which the proprietors discussed the various merits of each plan put forth, some being of opinion that the concern should be abandoned entirely, whilst others thought of sinking a shaft on the course of the lode, and so prove it; it was, however, agreed, that as the meeting was not called to decide on the future plan of operations, that it would be wisest to call a meeting for the 21st, to decide on the plan of future operations, or the propriety of abandoning the concern, as that measure would give ample time for distant shareholders to assemble, and to the directors to arrange the various matters necessary. A resolution to that effect having been carried unanimously, a vote of thanks was passed to the chairman, and the meeting adjourned.

LLANELLY RAILWAY AND DOCK COMPANY.

On Monday last, the annual meeting of the proprietors of the above company was held at the London Tavern.

R. BIDDULPH, Esq., M.P., in the chair.

The secretary (Mr. JOHN BIGG) first read the advertisement, and afterwards the report of the directors, of which the following is an abstract:—

The committee stated last year they had well-founded reasons for concluding, that on completing the railway into the stone coal district, large quantities of produce would be brought down, and handsome returns realised; that the business on the existing short branch of two miles had increased, and was, by a comparative statement, much augmented; that the land to be purchased would be obtained at moderate prices, and the works much advanced by the next annual meeting.

All these expectations, have been fully realised. The land, except in one solitary instance, had been agreed for at moderate prices; the rails, chairs, blocks, sleepers, and formation of the road had been contracted for under the estimates, whether parliamentary or engineering; and the certain result of these arrangements, would establish the novel and gratifying circumstance of a railway being completed very materially under the calculations originally made.

Since last year, two additional shipping stages had been constructed on the most improved principle, making together six stages for shipping, so that more extensive accommodation might be had for the increasing number of vessels resorting to the dock.

That the great and indispensable desideratum to the success of trade in and out of the dock and harbour, viz., an efficient towing vessel has been provided, that a strong and powerful vessel has been built for the company at Gravesend, and which will be launched to-morrow.

That contracts have been entered into for the cutting embankments and general formation of the main line, for twelve miles and thirty-four chains, commencing at the dock at Llanelly and terminating at Duffryn Lodge, thus fully entering into the district abounding with stone coal. A branch leading from the main line to Cwyrn Amman, and terminating at the Gorsy Garnant Collieries is being levelled, and reported upon—the contract of which will be let in the course of one month from this time. The committee see no reason for varying the conclusion which they had previously formed, that the entire works for the nineteen miles, which will make the railway complete for traffic, will be completed by Midsummer, 1838. That already 77,773 tons of coal had been brought down the railway, and a great part shipped on the dock, and additional pits were about to be opened by the Llangennech Coal Company, &c., with the opening of various other collieries belonging to Mr. Bruen and Mr. Lewes, one of which works 20,000 tons annually. The committee have also ascertained that iron can be smelted with stone coal, and that parties are about to erect iron works in the neighbourhood of the company's property—which, with the quantity of mineral to be found in this part of the Principality, will greatly increase the revenue of the company, added to the great and increasing demand for coal in Llanelly; and further, that the profit upon the two miles of the line now completed, leaves a considerable balance in favour of the company even on such small returns.

A financial statement of the company's affairs was then laid before the meeting, when it appeared there was a balance in hand of 647*l.* 13*s.* 5*d.*, and lastly the committee congratulated the proprietors upon the rapid progress of the works and the certain completion under the estimated expense, whilst the actual as well as the prospective returns of revenue are equal to, and in conformity with, the calculations previously made.

The CHAIRMAN—in the report we have endeavoured to set forth everything which we have done since our last meeting. In that statement you will perceive we have built a steam boat, which is to be launched to-morrow. This vessel is of seventy-horse power, and calculated to tow in and out of our harbour at Llanelly, Indianmen and other vessels of from 700 to 1000 tons burthen, which resort thereto for the Llangennech coal for all parts of the world. Should any proprietor be desirous of asking any question, the committee were ready to answer.

Admiral WHITE then moved that the report be received and approved.

Mr. ALLEN seconded the motion.

Mr. S. BARBER—I wish to be informed whether in the balance sheet there is any sum put down as a remuneration to the directors for their services?

The CHAIRMAN—No; we felt under existing circumstances we should not at present receive any remuneration.

Mr. SHEWELL—I think, with the honourable proprietor who has introduced the subject, that some remuneration should be voted to the directors.

Mr. HILL—I think we should not call upon the valuable time and talents of the directors to attend to the interests of the company without giving them some remuneration. I am a friend to economy, and I approve of the spirit of economy which has regulated the actions of those gentlemen. I will propose then the question be referred to the committee. The CHAIRMAN—in giving my opinion, I believe I speak that of the directors generally, that we have no wish to be a charge upon the company for what we have done.

The resolution was then put and carried unanimously.

W. BLOUNT, Esq.—I wish to refer the meeting to the balance of 647*l.*; as a member of the committee of auditors, I have gone through the company's accounts, and can assure the meeting the books of the association are kept in a manner which reflect the highest credit upon their secretary. I will also draw your attention to the economical mode in which the whole of the company's works have been carried on. In the whole progress of railway companies, there is not one whose outlay has, like this company's, been in every instance beneath the original estimate. If we revert back to the commencement of the last year, when these speculations were sought after with avidity, our's, among others, was not neglected; and had the directors wished, they might have forced their shares, like those of other companies, to a premium; for no company, when the ground of their success was made clear, offers a better chance of successful working and profitable return than this. Our outlay has in every instance been beneath the Parliamentary estimate—and I have no doubt but that we shall show a better face on its completion than many others which at present bear a high premium in the market, but which are gradually sinking to their proper level. The favourable situation of our line, communicating with many large coal mines, the town of Landillo, &c., with the fact that we shall not expend one half of our nominal capital, will insure to us a double return of interest over the original calculation. The chairman has stated to you the advantage of the steam-vessel which is just built, and which I have no doubt will be a source of great profit to the company. I will now propose that this surplus—which, according to the calculation I have made, will be about three per cent. upon the subscribed capital—of 740*l.* be divided in the form of a dividend. So that when the remaining shares are taken, and the amount of calls due paid up—which will no doubt be done before the completion of the line—we shall all stand in the same position. I will therefore now move—"That a dividend of three per cent. be declared upon the present subscribed capital, to be paid on the 10th July next."

Mr. JOHN SHEWELL seconded the resolution.

Mr. ALLEN was opposed to the resolution. He felt it would be better to wait another year.

After some desultory conversation, the motion was unanimously carried. The election of Mr. Sims, as a member of the committee was then confirmed. A vote of thanks was now passed to the chairman.

The CHAIRMAN, in returning thanks, observed, that he had lately made a visit to that portion of the country through which the line of railway passed, and had made some calculation of the advantage it would be, not only to the subscribers, but to the public, by the conveyance of coal to the metropolis, where they would find an excellent market for its sale, and by competing with the Newcastle collieries reduce the price of coal, so that the consumer would be a great gainer, without injury to any one, and the conveyance of it a great profit to the company.

BRITISH TIN MINING COMPANY.

A special general meeting of the shareholders of this company was held at the offices, on Friday, the 2nd instant, (to which we briefly alluded in our last).

J. S. CAMPBELL, Esq., in the chair.

The advertisement convening the meeting having been read, the chairman was proceeding to commence the business of the day, in conformity with the advertisement, when Mr. BLUCK opposed that course, and said the chairman ought to take that first, which had been arranged as last, and expressed his desire to make a resolution on the subject, when he was stopped by the CHAIRMAN, who said, for the sake of regularity, he would first read the minutes of the preceding meeting, which contained the committee's report, then presented, with notes on the proceedings generally, remarking that the report sent in by the committee was signed by only four members, there having been five appointed.

Mr. BLUCK discussed with considerable energy the impropriety of the directors drawing any conclusion from the document they had in their possession, as it was only a copy, which at the last meeting he had told them of; the original he had in his possession, which was signed by all the members of the committee, and which he did not intend to let the directors have; but that it might not appear to the public that he had acted in any way dishonourably, and that he had not tried to push in a report without the knowledge of all the committee, he moved a resolution that the word "copy" might be inserted over the report, which was carried.

Mr. D. CAMPBELL then rose; he said, he was much surprised at the resolution that was passed at the last meeting, relative to himself; it was passed at a late hour of the meeting, when two-thirds of the proprietors had left the room; he said nothing respecting it then, but he thought it highly indecorous that any gentlemen should interfere, especially in such a public manner as they had done, with private affairs; some years ago the subject of a committee had been talked of, to investigate the whole matter of the purchase of the mine, but it had been set aside, and now, lately, a committee having been appointed, they had interfered with private matters as far as they could, and wished him to give up all his papers relative to the transaction, and to throw all his matters open to their inspection. If Mr. Geach could prove that he had wronged him, then he would instantly give up his seat in the direction. The letters which Mr. Bluck brought forward, in which were several expressions tending to improve the shares in the market, and making things appear better than they really were, he denied, as being quite false; he had asked Mr. Bluck to let him have the copies of the letters he had written to Mr. Geach, in which these expressions were said to be, and which Mr. Geach had given up to Mr. Bluck, but Mr. Bluck refused to let him have them.

Mr. FIELD, mover of the resolution referred to by Mr. Campbell, said that after the various letters he had read from Mr. Campbell to the agent at the mine, desiring him to send up to London flattering reports, and having proof that he was, at the same time, trafficking in shares, he thought it his duty to move such a resolution as he had done.

Mr. BLUCK said, he thought it evident that Mr. Campbell had been disposing of his shares to the disadvantage of all other proprietors; that whilst he was writing up to the agent to give good reports, he was secretly selling his shares, and when desired by Mr. Geach to return the shares he had entrusted him with, Mr. Campbell could not do it, but sent into the market to purchase in order to do so. Mr. Campbell had also said that he would abide by the decision of the committee; to secure which promise, the committee had bound Mr. Geach to the same, but when they came to Mr. Campbell again, he refused to sign the covenant—it was therefore his fault that this matter had not been settled, and which he had said he was so desirous of doing from the first.

Mr. CAMPBELL said, he did not refuse to abide by it till he found that the committee were going to inquire into his private concerns.

Mr. BLUCK said that, having heard some parties were going to be threatened with action, for a resolution which was submitted at the last meeting, he would show that he did not fear the threat, and would propose the following resolution:—

That Mr. Campbell having allowed the company to pay 600*l.* for the purchase of the mine, and having given only 400*l.* (retaining the other 200*l.*), and his explanation of his account current, in connection with the company not being satisfactory, he be requested to resign his seat in the direction.

On the motion being put, twenty-three were for, and fifteen against it. A ballot was demanded.

The CHAIRMAN then brought forward the subject of Mr. Campbell's connection with the company; the subject of his retention of the 200*l.* being the point to which they directed their attention, they had inquired of him on what terms he would give up his claim to that sum, and Mr. Campbell had said directly, he had a letter from Mr. Geach, giving up whatever claim he held upon the money—he would give it over to the company. The subject having been discussed with great freedom, by Mr. Bluck, Mr. Hearle, Mr. Field, and other parties, it was resolved:—

That the directors be authorized to give Mr. Campbell a guarantee on behalf of the company, to refund the sum of 200*l.*, if Mr. Geach shall, at any time hereafter, succeed in establishing against Mr. Campbell by law, his right to that sum as connected with the 400 shares retained by Mr. Campbell.

The CHAIRMAN then adverted to the great disputes which had lately been so prevalent between the shareholders and directors; it all originated with one gentleman, who suddenly came before them and demanded that they would instantly leave the direction; since that a party had been continually endeavouring to subvert the constitution of the company, and to place themselves in the direction instead of the present directors; it however was, and had been from the commencement, his firm determination, and that of his colleagues, not to yield to their attacks; they had, however, felt some diffidence as to which course they should pursue, and on that account, had taken opinion of eminent counsel, and they had found that they had acted perfectly right; he then read the case and opinion, it advised that those parts only of the directors' report, which referred to the calling special general meetings and the taking of ballot, should be adopted, the rest expunged.

Mr. BLUCK said, he thought it very inconsistent in the directors to make a report, have it adopted, and then to come forward and say they wish to retract their steps—taking out and leaving in what parts they thought proper, after they have got counsel's opinion upon it—and as to the opinion it amounted to nothing, as it was very easy to put a partial case before counsel; now, as he always had the interest of the company at heart, he should advise the shareholders to take another opinion, and having premeditated this matter he had come prepared with a case which, in his opinion, would answer the desired end, having waded through a good deal of opposition from the shareholders present, who thought it unreasonable in the extreme, that he should thus take up the time of the meeting, time after time, to no purpose whatever; the worthy proprietor, notwithstanding, proceeded to read his case, which was founded throughout on supposition; he, however, ended in saying, that Sir F. Pollock having given his opinion, that scrip companies were not legal, but bound together only by honour and principles of equity, it might, probably, be useless to enter further into the matter.

A protracted and desultory conversation then ensued, in which it was determined that the reception of that part of the report which referred to the taking by ballot, should be postponed for further consideration, and the following resolution was put:—

That the case being laid before counsel, and opinion obtained, and it being found that the changing the fundamental laws of the company could not legally be carried into effect, this meeting do agree, that that part only referring to the calling of special general meetings be carried into effect.

To which an amendment was moved, "That the consideration of the report be adjourned," which was carried.

The CHAIRMAN then proceeded to the last subject for the consideration of the meeting—that of investing the directors with power to make another call—that call, he said, was not yet wanted, as they had 630*l.* now in hand, but as they were determined not to take upon themselves any further responsibility, it would not be called for before wanted, but if they wished to see the concern carried on, they must give them that power which they could not do without; it was not his desire to be a director, quite the reverse, but when he saw a party so vehemently oppose the directors, and strive in every thing to upset the constitution of the company, and though they had been deprived of all remuneration, he was determined not to resign that seat, which was entitled to hold.

At the suggestion of a SHAREHOLDER, and after some conversation, it was resolved, "That the mine should be inspected by one or more competent persons, who should report upon it, and a special meeting should be called to consider such report, and that the subject of the future call should be postponed till then."

Thanks having been given to the chairman, the meeting adjourned.

NORTH UNION RAILWAY COMPANY.

A very numerous meeting of the proprietors of this company took place, on Wednesday, at the Clarendon Rooms, Liverpool, which was attended by all the Liverpool directors, and by the resident directors of Preston, Messrs. Taylor, Swainson, and Calrow, and some other gentlemen from that neighbourhood, for the purpose of raising the additional capital requisite to complete the line. After much discussion, it was resolved unanimously to create new shares, to be offered to the present shareholders at 50*l.* each, but to rank as 100*l.* shares, a mode authorized by the Act, and which, if fully acted up to by each proprietor, will not prejudice their interests, further than the fact that the railway cannot be completed for the original estimate necessarily does. During the meeting, the copy of a proposal for removing all differences with the promoters of the Bolton and Preston line, was read, and their reply, refusing to accede to the same; when a general and almost unanimous expression of opinion was elicited from the meeting, that the North Union Railway Company cannot, consistently with the interest of the proprietors, make further concessions. The meeting was informed by the chairman, that the directors continue to believe the prospects of the company to be good and unchanged, and that the works are proceeding well and rapidly. A vote of thanks to the chairman and directors having been moved by Mr. Coglan, the meeting separated, with anticipations of complete success for the future, which, we have little doubt, will be fully realised.

CHELTENHAM AND OXFORD AND LONDON AND BIRMINGHAM RAILWAY.

A meeting of the proprietors of the above company was held, on Thursday, at Dee's Royal Hotel, Birmingham, to consider the best means to be adopted in the present state of the company.

Mr. PEARSON THOMPSON, in the chair.

The CHAIRMAN opened the business by stating, that the proprietors had been called together in consequence of a meeting which had been held on the 27th of March, at Cheltenham, at which it was resolved that any extension of the line of railway from London to Cheltenham, beyond a depot at Charlton Kings, would be highly injurious to the interests of the town. Two addresses from proprietors at Cheltenham, and a third address from the proprietors at Manchester, were subsequently presented to the directors, calling upon them, on different grounds, to withdraw the bill. Under these circumstances the directors thought it better to call the proprietors together, than go on regardless of expense. The report of the directors was then read, from which it appeared that the balance in the hands of the company is 16,818*l.* 18*s.* 9*d.*, after deducting all expenses. The report concluded with the following paragraph:—

"It now remains for the directors, feeling it their duty to meet the sense of the proprietors so unequivocally and generally exhibited, to recommend a dissolution of the company, the discharge of all ascertained claims, an immediate payment of twenty-five shillings per share, and an ultimate division of the balance, (about five shillings a share), so soon as the few unascertained claims could be got in and discharged."

A resolution to the effect that the recommendation of the directors be acted upon was passed, and the company was accordingly declared dissolved. There were between thirty and forty shareholders from different parts of the country present.

UNITED HILLS MINING COMPANY.

The annual general meeting of the shareholders in this company was held, at the office, 5, Adam's-court, Old Broad-street, on Wednesday, the 7th of June, 1837.

ROBERT CLARKE, Esq., in the chair.

The advertisement convening the meeting, and the minutes of the last meeting having been read. The SECRETARY, proceeded to read a report received from the agents, and afterwards, that of the directors:—

REPORT.

The directors have laid on the table the accounts, made up to the 1st June, 1837; by these it will appear, that the balance of assets above the debts amount to 2200*l.*, exclusive of the sale of 1st June, estimated at 2160*l.*. The directors are much gratified by the report they now present to the shareholders from the agent and captains of their mine, made up to the latest period, and by which the shareholders will perceive that the progress in the working of the mines, during the last year, has been most successful, and that the prospects for the future are not the less promising, and bid fair to realise those expectations which the directors held out in their last report. They are happy to say that their view in the practical working of the mine have been in entire concurrence with those of their worthy co-director, Mr. M. Williams. The new and extensive workings now about to be adopted in the eastern part of the mine, will be carried into execution without delay. An engine will be erected forthwith, of sufficient power to enable them to prosecute the mine to its fullest extent. These extensive works, together with the sinking of the necessary shafts, &c., must occasion a very considerable and immediate expenditure, nevertheless, out of the reserve fund; we trust it will not immediately interfere with or postpone the dividend to the shareholders which may arise from the net profits of the mine in its ordinary course of working.

The directors were in hopes of being able to communicate to the annual meeting, the completion of the treaty with the Duchy for the renewal of the lease, but although, in the various meetings they have had with the gentlemen appointed to treat with them, they have every reason to be satisfied with their reception; they have not been enabled to complete the treaty as they hoped, though they have no doubt of being able to do so, and that on fair and reasonable terms. The directors suggest, for the consideration of the shareholders, whether the treaty might not in some measure be accelerated, if, by a vote of the present meeting, a power was given to the directors to sign the deed, without the necessity of a special meeting for that purpose.

The CHAIRMAN stated to the meeting that Captain William Richards (one of the agents at the mines) was compelled from other present engagements to withdraw his valuable services from the management of the affairs of the company, after the 30th inst.; and he wished to be informed if any shareholder present, had influence sufficient with that gentleman, to induce him to remain in the service of the company, as he knew of no one so worthy the confidence of the shareholders.

Mr. WILLIAMS said, he felt confident from his knowledge of Captain Richards, that he would not allow himself to be actuated in his views by any higher remuneration being offered him; if such was the case, the CHAIRMAN observed, the directors would have willingly assented to it. It was proposed by Mr. Desborough, and seconded by Mr. Williams, "That the report and accounts submitted, be received and approved, and entered upon the minutes." Moved by Mr. Desborough, and seconded by Mr. Williams, "That the directors be empowered to complete the treaty with the Duchy, now in progress, on the best arrangement as they may be able to effect."

A vote of thanks being passed upon the chairman and directors, the meeting adjourned.

RIO DOCE COMPANY.

At a general meeting, held at the City of London Tavern, on Thursday, the 8th instant, the resolutions framed by a committee of shareholders, named last week, for the purpose of assisting the directors in establishing such further rules and regulations, as might be deemed necessary for the more effectual prosecution of the company's purposes, were adopted by an unanimous vote, with the exception of one shareholder only, who dwelt much on the present state of the times.

The above regulations embodied one to the purpose of forfeiting any shares on which the next call is not paid up within a month, and was adopted as necessary, because the acceptance of the grant received from the Brazilian government, cannot be deferred, and should only be made for the benefit of such of the shareholders, as in paying the call will show their determination of proceeding on it, and because a simultaneous call must be made in Brazil, where it is said the shareholders are eager to proceed with the undertaking; and lastly, for the purpose of at once establishing the sawing-mills, from which considerable and immediate returns may, with reason, be expected.

Samples of many useful qualities of timber, and of various and valuable kinds of fine woods from the river were produced, which, on a comparison with the map of the lower part of the river, and some additional explanations of the circumstances prevailing appeared to afford satisfaction to the meeting. For the satisfaction of the shareholders, the directors made a distinct declaration, That unless the call is paid on two-thirds of the shares held in England within a month, they should not think themselves justified in proceeding without a special authority from the shareholders who have paid, and who might then desire to increase their interest in the undertaking, in place of those who might have relinquished it; and the directors further pledged themselves, not to employ any part of the present call, for the purposes agreed on, before the above proportion of two-thirds be paid up, but to return to every shareholder his quantum on application, if the call should not be corresponded with as above.

After the usual routine of thanks to the chairman, committee, &c., the meeting adjourned.

THE DURHAM JUNCTION RAILWAY BILL.

Mr. Hedworth Lambton reported in the House of Commons, on Monday, the 5th inst., from the committee on the Durham Junction Railway Bill, to whom three petitions against the said bill had been referred; That the Standing Orders relative to bills for making railways had been complied with, and that the committee had inquired into the matters required by the resolutions of the House of the first day of March 1836, and had agreed to the following report:—

1. It appears to this committee that the first resolution does not apply to this Bill, inasmuch as the object of it is to enable an existing company to make an extension of a railway already sanctioned by Parliament, so as to complete the line of communication by railway between Houghton-le-Spring, Newcastle-upon-Tyne, Gateshead, and South Shields.
2. It has been proved to this committee, that the means of conveyance and communication between Houghton-le-Spring and the populous district around it, and the towns of Newcastle-upon-Tyne, Gateshead, and South Shields, are inadequate to the wants of the population. That the present amount of traffic between Houghton-le-Spring and Newcastle-upon-Tyne, Gateshead, and South Shields, with the average charges made for passengers and goods, and the time occupied, appears to be correctly stated.
3. That the number of passengers and the weight and description of goods expected upon the said railway when completed, are stated.
4. That the amount of income expected to arise upon the said extension or branch of the said railway, and upon the whole line of railway already authorised by Parliament to be made, in respect of traffic brought to it by means of the said extension or branch, from the conveyance of passengers and goods, and their respective proportions, and the general description of goods from which the largest revenue is expected, is stated.
5. That the proposed railway is intended to complete the line of communication by railway between Houghton-le-Spring and other railways communicating with Newcastle-upon-Tyne, Gateshead, and South Shields, the calculations of remuneration have been made in reference to the conveyance of passengers and goods by means of the proposed extension, not only on that part of the railway, but also on the original line.
6. There are no competing lines on the proposed extension or branch proposed to be worked by assistant engines, either stationary or locomotive.
7. There are no planes on the railway which are proposed to be worked either by assistant engines, stationary or locomotive.
8. There are no engineering difficulties in the proposed extension or branch.
9. There are no tunnels on the proposed extension or branch.
10. That the gradients and curves are favourable, the steepest gradient being one in 139, and the smallest radius of a curve on the line being twenty chains, and that at the point of junction with the main line.
11. That the length of the proposed extension or branch is one mile and 1232 yards.
12. That the fitness of the proposed extension or branch, in an engineering point of view, is unexceptionable.
13. That the proposed extension or branch is not intended to cross any turnpike road or highway upon a level, excepting one lane or highway leading from Newbottle to Collier-row, which is very little frequented.
14. That the estimate for the proposed extension or branch is 11,357*l.* 6*s.* which has been proved to be sufficient.
15. That the estimated charge of the annual expenses of the said extension or branch railway is 400*l.*, and the calculations on which such charge is estimated have been sufficiently proved.
16. That the calculations proved in evidence before the committee have satisfactorily established that the revenue is likely to be sufficient to support the annual charges, and still allow a profit to the proprietors.
17. That the number of assents, dissents, and neutralers upon the line, and the length of amount of property belonging to each class, distinguishing owners from occupiers.
18. That the name of the engineer examined in support of the Bill is Thomas Elliot Harrison; none was examined against it.
19. The only petitions referred to the committee were one from Sir George Musgrave, Bart., one from the Bishop of Durham, and one from James and other occupiers of lands; but the petitioners did not appear upon their petitions, and the committee, therefore, did not inquire into the allegations of them.
20. That there are no circumstances of which the committee think it desirable that the House should be informed.

Mr. Hedworth Lambton also reported from the committee, that they had examined the allegations of the bill, and found the same to be true, and had gone through the bill and made several amendments thereto.

A description of the magnificent bridge on this line of railway, now being constructed across the Wear, is in type, and will appear in our next.

THE GRAND JUNCTION RAILWAY.

On the morning of Thursday week a train, consisting of four carriages and three waggons, laden with iron and other necessary articles, started from Liverpool at eight o'clock, and proceeded to Warrington. The party consisted of about thirty gentlemen. On its arrival at Warrington the train stopped, and the travellers alighted for the purpose of inspecting the bridge over the Mersey; proceeding further, the great viaduct at Dutton also underwent examination. The beautiful valley of Vale Royal, one of the most picturesque sights in the kingdom, was then approached, where the party was received with a royal salute, and they subsequently inspected the viaduct at that place. On arriving at Madeley, a handsome collation had been prepared, and the party remained there for upwards of an hour. The train again set forward, and reached Stafford, Penkridge, and ultimately Wolverhampton, at which place it arrived a little after two o'clock. At this point, which is eighty-three miles from Liverpool, the engine was detached, and the travellers proceeded in waggons drawn by horses, the works in that vicinity not being quite completed. The cuttings at Wednesfield, Willenhall, and Darlaston, the only remaining unfinished works, were severally examined, and the party reached Birmingham a little before six o'clock in the evening; and on Friday morning proceeded homewards. At Wolverhampton they were joined by Mr. Moss, banker, at Liverpool, the chairman of the company. The engine was again in readiness, and the party left Wolverhampton at ten minutes past eleven. On arriving at Harford, the engine was stopped for the purpose of being supplied with water; and the directors and their friends proceeded to Madeley, thence to Vale Royal and Warrington, taking in water at each place. They reached Liverpool at four o'clock, highly delighted with the success of their journey. A good deal of time was lost during the journey, owing to the difficulty of supplying the engine with water, occasioned by the necessary inspection of the apparatus. The engine, which is one of twenty-five belonging to the company, worked admirably—far beyond the most sanguine expectations of the directors, and it was frequently propelled at a speed exceeding thirty-five miles an hour! The rise at the Madeley summit, one in 180, was attained at the rate of twenty-two and an eighth miles per hour. This summit has been the theme of controversy during the present session of Parliament, and has formed an object of much discussion. In the recent investigations before the committees on the South Union and Cheshire Junction Railway Bills, it is now satisfactorily established that it is perfectly practicable for all the purposes of railway travelling. The directors of the Grand Junction Railway, in consequence of some recent experiments on the Liverpool and Manchester Railway, have introduced on their line a new species of wooden key fastened to rails fixed upon blocks, four feet apart, which enable the carriages to run more smoothly, and without so much of that disagreeable noise which is experienced on the railways now in use.

The Grand Junction Railway will be thrown open to the public in the course of the next month. The day of opening will be decided upon by the directors at their next meeting, when all the preliminaries will be settled. The company have 100 carriages and 200 waggons now ready, the former being the most finished and elegant things of the kind, whether as regards comfort or beauty, ever seen on a railway in this country. Most of the engines have been manufactured by Stephenson and Co., of Newcastle. The grand depot of the company at the terminus at Birmingham (which in extent and magnificence will surpass that of the Liverpool and Manchester depot at Lime-street) being yet in an unfinished state, the company have secured about an acre and a half of ground as a temporary depot in Vauxhall, which will answer every purpose of practicability until the terminus is ready.

VICTORIA RAILWAY, DUNDEE. — On Wednesday week, the new Dundee Railroad was opened, and called after the heiress presumptive to the throne of Great Britain. The weather was very fine, and the course of people was very great—from eight to nine thousand people, different parts of the line; but the great point of attraction was the spot where the foundation stone of the royal Victoria depot and town was to be laid, situated on the beautiful plains on the coast. The ceremony laying the stone was performed by Mr. Sheriff Henderson. The coins of the present reign, some newspapers, and the letter of the enquiry of the princess, Sir John Conroy, were deposited under it. At the conclusion of the ceremony, three cheers rent the air for the success of the railway. The masonic brethren, who had formed the procession, then entered the railroad coaches, and proceeded up the line, for the first time, to open by descending with a cargo of blocks. On being loaded, the royal Victoria coach, in advance, descended the line of two miles in eight minutes, with the drag on her the greater part of the way, stopping at ease at the depot. A hogshead of porter was then tapped and distributed to the denizens, who drank to the prosperity of the Victoria Railway.

METEOROLOGICAL JOURNAL, 1837.

Time	Thermometer	Barometer	Wind	Direction	Remarks
Jan. 1	from 42 to 63	29.85 to 29.89	Sunday	4	28.66 30.01 Stat.
Jan. 2	from 42 to 63	29.91 to 29.93	Monday	5	29.73 30.04 Stat.
Jan. 3	from 42 to 63	29.90 to 29.92	Tuesday	6	30.01 30.07 Stat.
Jan. 4	from 42 to 63	29.90 to 29.92	Wednesday	7	30.01 30.07 Stat.
Jan. 5	from 42 to 63	29.90 to 29.92	Thursday	8	30.01 30.07 Stat.
Jan. 6	from 42 to 63	29.90 to 29.92	Friday	9	30.01 30.07 Stat.
Jan. 7	from 42 to 63	29.90 to 29.92	Saturday	10	30.01 30.07 Stat.

Prevailing wind N.W. Except the morning of the 1st and 3d, and the evening of the 5th, when rain fell, generally clear; lightning and distant thunder in the east and south on the evening of the 5th.

Rain fallen .525 of an inch.

CHARLES HENRY ADAMS.

GOLD AND SILVER.

Foreign Gold in Bars (standard)	per oz.	£3 17 9
Foreign Gold in Coins, Spanish Doubloons		3 14 6
New Dollars		0 4 11
Silver in Bars (standard)		0 4 9

FROM THE LONDON GAZETTE.

Tuesday, June 6.

INSOLVENTS.

John Hart, Great Prescott-street, linen-draper.

John Freer, Bytton, Leicester-shire, hosier.

BANKRUPTS.

W. J. Cox, Castle-st., Southwark, hat manufacturer. (Smith, Bridge-st., Southwark.)

J. P. Parnell, Fleet-street, victualler. (Marson and Dailley, Newington-butts.)

J. R. Fisher, Regent-street, chiselmason. (Harrison, South-square, Gray's Inn.)

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CORN EXCHANGE, JUNE 9, 1837.

Wheat. p. Qr. 42s to 62s	Malt. p. Qr. 54s to 60s	Oats. p. Qr. 22s to 33s
Rye. p. Qr. 38s to 48s	Peas. p. Qr. 38s to 48s	Barley. p. Qr. 38s to 48s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat. 1d. 38s. 11d.	Barley. 1d. 24s. 11d.	Oats. 1d. 34s. 0d.
Rye. 1d. 38s. 11d.	Peas. 1d. 34s. 0d.	Barley. 1d. 34s. 0d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

Wheat. 1d. 38s. 11d.	Barley. 1d. 24s. 11d.	Oats. 1d. 34s. 0d.
Rye. 1d. 38s. 11d.	Peas. 1d. 34s. 0d.	Barley. 1d. 34s. 0d.

DUTY ON FOREIGN CORN.

Wheat. 1d. 38s. 11d.	Barley. 1d. 24s. 11d.	Oats. 1d. 34s. 0d.
Rye. 1d. 38s. 11d.	Peas. 1d. 34s. 0d.	Barley. 1d. 34s. 0d.

Duties on Grains from British Possessions out of Europe.

Wheat. 1d. 38s. 11d.	Barley. 1d. 24s. 11d.	Oats. 1d. 34s. 0d.
Rye. 1d. 38s. 11d.	Peas. 1d. 34s. 0d.	Barley. 1d. 34s. 0d.

Town made. 50s to 52s. Essex & Suffolk, on board. 38s to 40s.

Second. 45s to 48s. Norfolk and Stockton. 38s to 40s.

PRICES OF SEEDS.

Linseed. 48s to 56s	Coriander Seed. 14s to 16s per Cwt.
Ditto Cake. 121 0s per 1000	Clover Seed. red 50s to 70s do.

Mustard Seed, white 54s to 70s do.

Mustard Seed, black 10s per Bus.

Caraway Seed. 46s to 52s per Bus.

SMITHFIELD, FRIDAY, JUNE 9.

To sink the offal per cwt.

Beef. 3s. 2d. 4s. 0d. 5s. 0d.	Veal. 4s. 0s. 4s. 6d. 5s. 0d.
Best Down & Polled Mutton. 4s. 8d.	Pork. 4s. 2d. 4s. 10d. 0s. 0d.

Head of Cattle this day—Beasts, 580; Sheep, 890; Calves, 280; Pigs, 520.

Head of Cattle on Monday—Beasts, 580; Sheep, 2,790; Calves, 168; Pigs, 570.

NEWGATE AND LEADENHALL—By the Carcase.

Beef. 3s. 4d. 3s. 10d. 4s. 4d.	Veal. 3s. 0d. 3s. 6d. 4s. 0d.
Mutton. 3s. 8d. 4s. 4d. 4s. 8d.	Pork. 3s. 4d. 4s. 0d. 4s. 8d.

MIDSUMMER COINAGE, 1837.

FIRST PART.

DEVON.	Grain Common TOTAL.
MORVELLAN. Crowdale. Devon Smelting Co.	10 143 153

CORNWALL.

Calstock. Calstock. Devon Smelting Co.	49 49
Blowing House. Daubuz and Co.	24 332 427

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